

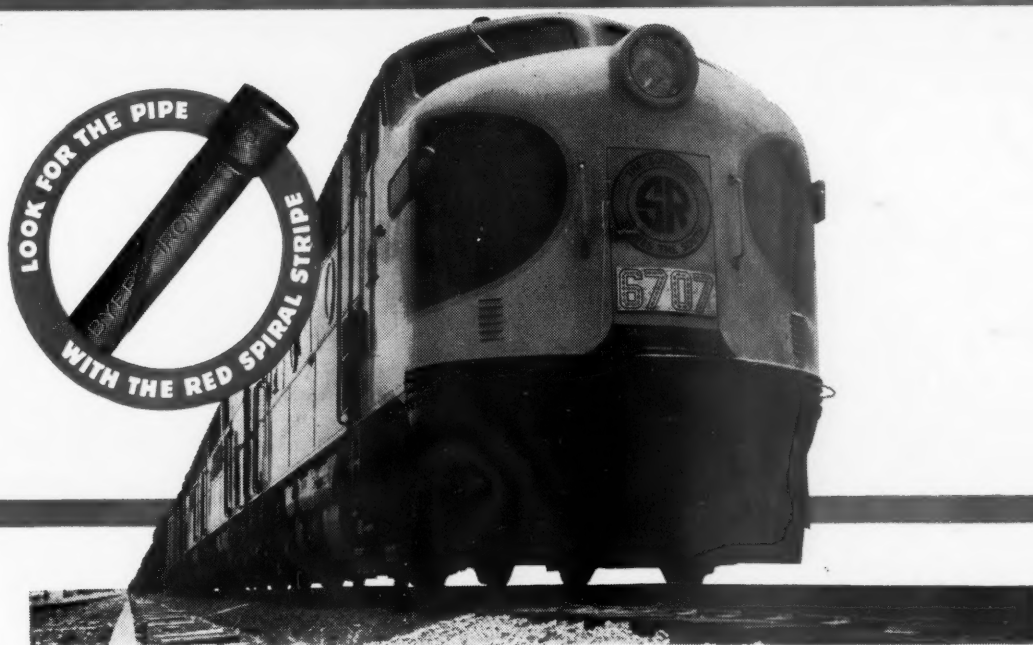
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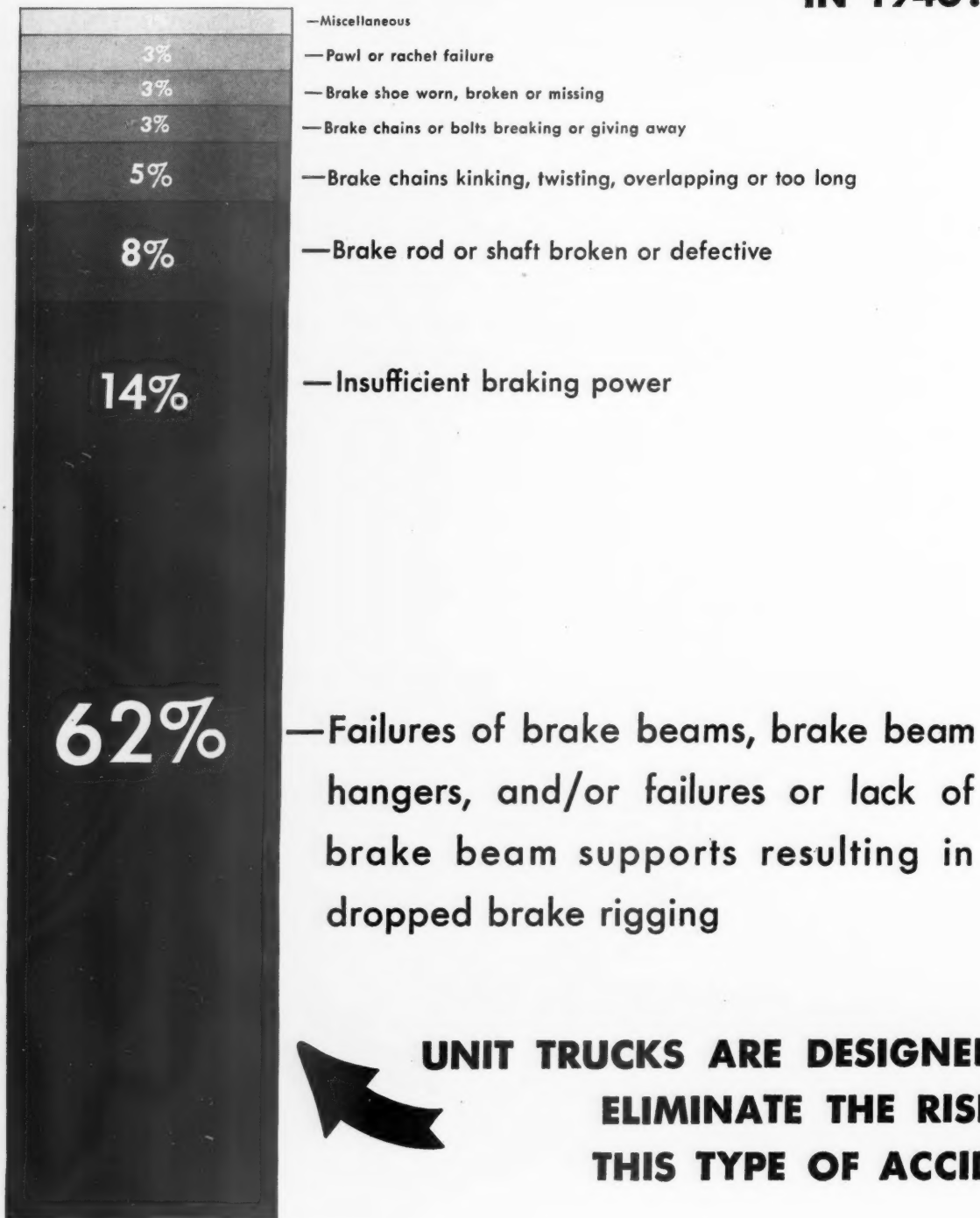
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RAILWAY AGE

RAILWAY AGE

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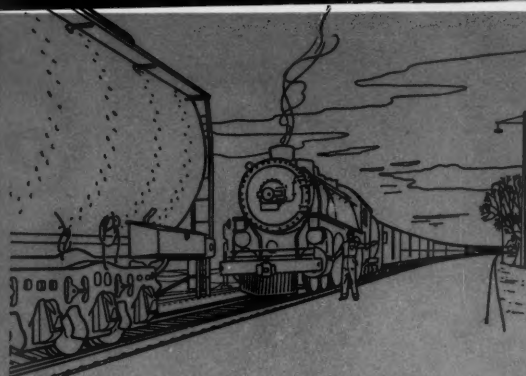
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WEEK AT A GLANCE

ENDORSED BY R.L.E.A.: Retirement "benefits" to railroad employees ought to be bigger, the unions have self-sacrificingly decided, and ever-faithful Bob Crosser has put a bill in the hopper to make their word the law. Our news columns report the substance of this latest pension proposal.

CANADIAN RATES UP: Subject to possible appeal to the cabinet, freight rates in Canada will go up 21 per cent, with certain exceptions, as the result of a 5-to-1 decision of the official regulatory agency. The heads of the two principal Canadian railroads characterize the long-awaited determination as "short of minimum requirements," except in a capacity-traffic period. As reported in this week's news pages, the board's announcement of the increase included the comforting comment that the railroads "can always apply again."

DATED APRIL 1: Colonel Johnson of the O.D.T. has delivered a dictum to "prospective participants" in the program for the "voluntary" rationing of steel for new freight cars and repair of bad-order freight and passenger cars and locomotives. As noted in our news columns, the steel makers are reported to be lined up behind a promise to take care of a new car output of 10,000 per month, and their joint action has been given the official blessing of the top functionary of the department to preserve the sanctity of the anti-trust laws. Henceforth it's this plan or none, says the colonel. One of our editorials suggests that thereby the planners' camel may be insinuating his nose under private industry's tent.

GETTING GOOD MEN: Much has been said about the deplorable lack of interest on the part of the better graduates of engineering schools in the opportunity to work on a railroad. Now something is being done about the situation, as one of our articles indicates (page 34). It is only a first step—that of finding out why—as one of our editorials observes, and the next move is to convince railroad managements that they must support procedures that will be as effective as the activities of other industries in enlisting graduates.

WHY LOADINGS ARE LOWER: In his latest review of the national transportation situation (of which a summary appears in this week's news) Chairman Kendall of the Car Service Division finds the bad winter weather only partly responsible. Another (pre coal-strike) factor, he suggests, is the slump in grain prices that slowed the flow of those commodities.

COOPERATIVE TRAINING PLAN: One of our illustrated articles (page 38) outlines what is described as a "revitalization" of the programs of the Union Pacific and

New York Central for apprentice training in the mechanical department through union-management cooperation. The need for rebuilding craftsmen's ranks depleted during the recent war is not merely one of restoring a *status quo*; it is augmented by the necessity of making ready for new developments—in electronics, in turbine-driven motive power, perhaps even in the application of atomic energy—that are looming on the horizon.

UP TO THE BROTHERS. The "emergency board"—which, under the Railway Labor Act, is the last line of defense against the threatened strike of the three non-conforming op brotherhoods—has recommended the same 15½-cent hourly wage increase those unions turned down last fall, plus a number of rules changes, including one or two proposed by the carriers. The board's report, which is summarized in an article in this issue (page 47), includes a pungent expression of annoyance at what it regards as the failure of the carriers and the brothers to work out themselves some solution for many "little details" the board doesn't think such bodies should be bothered with. The board's recommendations have been accepted by the railroads—at an annual cost estimated at \$80 million—but the union leaders, having expressed disappointment, are still to be heard from.

SEVEN FOR TWENTY: The Kansas City Southern recently has been handling about half its gross ton-miles with seven road Diesels, thereby replacing about 20 older steam units. A description of this operation appears in one of this issue's illustrated articles. In achieving this result—which was partly the result of the new power's ability to handle longer trains over the hills—unit costs have been significantly reduced, the accompanying data show.

SPECIAL PLEADER: The so-called Joint Board set up by Congress to advise it on aviation policy has come up with a report that deals with that type of transportation—civilian as well as military—as an isolated activity, as if its regulation and objectives and welfare were in no way related to those of other forms of transportation, and of private enterprise in general. Our leading editorial discusses this warped and dangerous attitude, the tenor of which is particularly disconcerting because the board is, presumptively, not made up of socialists or totalitarians.

NOTED IN THE NEWS: Pullman's plan to raise charges on room and seat accommodations has been held up by the I.C.C. . . . Equipment orders reported in these pages in March totaled \$149 million. . . . The Mediation Board has taken over negotiations between the Pennsylvania and its firemen and enginemen, who had set a strike date. . . . More than 47,000 railroad men have been laid off by 23 roads as a result of the coal miners' strike. . . . The Shippers Boards expect second-quarter carloadings to exceed the same 1947 period by 3.5 per cent.

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CONFUSION IN AIR POLICY

The report of the Joint Congressional Aviation Board—reviewed briefly in our March 20 issue, page 91—is a perfect example of the blundering pattern of faulty analysis which practically always afflicts government's attempts at "economic planning," and which, when present, foredooms these efforts to failure. The error the Joint Board has fallen into lies in its assumption that it can hot-house the aviation business while taking no account of the effect of such action on the welfare of the rest of the transportation business or on that of the rest of the economy. The President had an air policy board, too, and that body also fell slightly into this error, but it recognized the danger of one-sidedness and, hence, managed largely to avoid it (*Railway Age*, February 14, 1948, page 45).

The congressional board, however, blinded itself to all considerations but that of practically unlimited direct political aid to aviation—commercial no less than military. What the effects of its recommendations might be on the rest of the transportation industry—upon the successful functioning of which the aviation industry itself is dependent—did not concern the congressional investigators at all. It is as if a medical specialist were called in to treat an infected finger and would pour into the patient a powerful germicide—arsenic, perhaps—which might indeed clear up

the infection, but at grave risk of destroying the patient.

The congressional board wants to haul practically all first-class mail by air, at an increase of \$96,000,000 in the deficit of the Post Office Department and with a loss in revenue to the railroads. It asserts that commerce and trade would "benefit materially" from the shift of mail from rail to air. What kind of New Dealish nonsense this is! Commerce and industry are already offered their choice between air mail service at a rate of 5 cents an ounce, which is arbitrarily low, and railroad mail service at a rate of 3 cents, which is arbitrarily high. If the "benefits" of air transportation of mail are as great as the congressional board believes, then all commerce and trade have to do to enjoy these benefits is to pay 5 cents an ounce for them.

Imperfect Premises

The congressional board would be warranted, in the public interest, in making the recommendation it has made only if it could establish either (1) that railroad service is not essential to the public welfare and that, consequently, the railroads' claim to a chance to compete for traffic and revenue to sustain their service may safely be ignored, or (2) that the railroad industry is making so much

money that the government need have no concern about its ability to finance all needed improvements. The congressional board has not established the truth of either of these alternatives—and could not do so if it tried.

Not a Zealot's Role

The congressional board—since it is dominated by Republicans and not by admitted socialists—has a moral obligation to defend economic and political freedom, and to take care not to subvert it. It should, therefore, take to heart the advice of competent students who have pointed out the principles which must be observed if this freedom is not to be lost. In particular, it should have noted some of the observations of Hayek, for example, on this issue. "The more the state 'plans'," Hayek points out, "the more difficult planning becomes for the individual." By analogy, the more Congress "plans" to make commercial aviation strong by the spending of government money, the less opportunity equally necessary transportation in private ownership is going to have to do its planning to provide adequate service with private financing. "Those most immediately interested in a particular issue," Hayek also observed, "are not necessarily the best judges of the interests of the society as a whole."

The only unquestionably proper concern of Congress with aviation is with military—which we could have even if there were no air lines at all, but which we could *not* have without continued efficient railroad service. Why should it be necessary to remind Republicans in 1948 that the way to help an industry to gain real strength is to leave it to the "simple power of organic growth"—without either subsidies or artificial handicaps?

STEEL FOR NEW FREIGHT CARS AND REPAIRS

Some indication of the extent to which the new "voluntary" allotment agreement formulated by the Department of Commerce Office of Industry Cooperation, for the allocation of steel to be used in freight-car building and repair programs, has disturbed the relationships established during 1947 between the various parties involved in carrying out a freight-car-building program came out at the March 19 hearing at Washington. This was held before the chief of the Office of Industry Cooperation's departmental mobilization staff. Misgivings were expressed on several points, including the more or less indefinite but probably extensive reports to be made by car builders, whether con-

tract, railroad, or private-car line; the disturbance in purchasing relationships for railroads which become parties to the agreement and the fear of deprivation of steel to those who elect not to enter the "voluntary" agreement; and fear that the new untried plan may require a lot of adjustment before it functions well.

Whether or not the current plan for bringing voluntary agreements into conformity with the legislation of December 27, 1947, providing immunity from the anti-trust laws for those becoming parties to "voluntary" industry agreements for the allocation of steel, prevails in its present form, thereby letting the camel's head into the tent—and more than one camel awaits the opportunity—one condition which prevailed during 1947 would seem to need attention. That is the inclusion in a single program of steel for new car building with steel for maintenance and repair of rolling stock by the railways. Failure to do this was a source of confusion during 1947 as to where steel actually went.

A separation of these two programs would, undoubtedly, make for greater clarity in measuring the accomplishments of the steel industry in furnishing material and the car-building plants in using it for the building of new cars. A clear distinction between these programs should not be used to subordinate either to the other. The need for new freight cars is great, but the need for adequate and prompt maintenance of existing cars is no less great. Indeed, repaired cars can be made more immediately available than new cars.

TELLING PASSENGERS WHAT IS GOING ON

"A not infrequent practice of train crews of treating the cause of delays as a professional secret not to be shared voluntarily and candidly with passengers can only lead to speculation on their part which is apt to generate considerably more apprehension than an authoritative statement of facts." Thus did a group of the country's leading railroad passenger traffic managers express themselves in a recent intra-industry report on passenger service, and several railroads have announced their intention of changing their practice to one of telling the passenger what is going on.

There are some objections to running the risk of giving a passenger, for example, an incorrect estimate as to the duration of a delay. But it is certainly far better to risk the censure of a few passengers when information turns out to be wrong than it is to lose the friendship and confidence of many more by keeping them in complete ignorance when delays occur.

There are many reasons why passengers should be informed by train crews—to the best of their ability—of the causes of train delays and the probable duration thereof. Passengers, when relieved of worry and uncertainty, may relax in confidence, in the knowledge that they will reach their destination at some estimated hour. If the delay is to be severe, they may make plans to shorten or otherwise revise their journey.

One of the roads which has introduced this "tell them everything" policy is the New York Central and, in this connection, it has issued a pamphlet which instructs train crews, "whenever there is an unexplainable delay—such as an unscheduled wait of 10 or 15 min. at one stop—" to announce in each car on the train (except when passengers are sleeping) the reason for the delay and its probable duration, offering an apology for it. The company has also established so-called "emergency service committees" at key points on the system, authorized to explain to the public, through the press, railroad employees, and by other means, the cause of unusual delays.

WHY ENGINEERING GRADUATES DON'T ENTER RAILROADING

The railroads need college-trained engineers in their business, but are not taking the necessary steps to secure an adequate inflow of such recruits. The Committee on Cooperative Relations with Universities of the American Railway Engineering Association has given this problem continuous study and has pointed a finger directly to the reasons why so many engineering graduates either give no consideration whatever to a railroad career or, even if they are interested, turn nevertheless to other lines of endeavor.

Some of this committee's reports, normally printed only in the official proceedings of the association, have been published in *Railway Age* to make them more readily available to railway executives and higher officers of departments other than those of engineering and maintenance of way. Again in this issue we present an abstract of the latest of these reports—which is possibly the most revealing of any of them.

The most valuable aspect of the report is the "why" information it discloses—why other industries are getting the cream of the graduating classes, and why graduates in large numbers turn away from the railways. The committee has diagnosed the trouble and has prescribed for its solution. No doubt many railway engineering and maintenance officers, to the best of their ability, will try to follow the prescription, but they cannot

do so completely without the understanding cooperation of higher officers in other departments and action by management.

Managements certainly understand the value of good men, as well as that of good machines, and the task is one of "selling" them something in which they already have at least a latent interest. The A.R.E.A. committee has completed that part of its assignment having to do with the ascertainment of the facts. From here on its task is one of exposition and selling. Its work will not be completed until it has done this part of its job as successfully as it has the first part.

THE HUMAN TOUCH

Apprenticeship in the mechanical department of the railroads was seriously set back during the depression of the Thirties and the recent war. It takes time and effort to build up, or to rebuild, a successful training system. As with any other educational institution, a background of accomplishment and tradition must be established. In other words, there is far more to do than just to set up and operate training schedules and practices. Instructors must be most carefully selected, not alone for their technical fitness, but because of their ability to appeal to the young men and help them to form their characters and latent abilities.

It requires even more than that—the supervisors, foremen and higher officers who come in contact with the young men should take a real interest in them, recognizing that the future of the business depends upon the extent to which these men, now in training, become capable workmen and responsible citizens. One can get some appreciation of the results of sound training as he comes into contact with leaders today, who were developed in the splendid training systems on the New York Central and the Santa Fe in the early part of the present century. The apprentices on the Santa Fe were John Purcell's "boys" and his apprentice supervisor, Frank W. Thomas, and his associates left a remarkable impress on them. In much the same way Charles W. Cross on the New York Central System, aided by W. B. Russell, Henry Gardner and a carefully selected group of associates, developed men who have since given an excellent account of themselves.

Valuable as this type of training, with its human touch, was in an earlier day, it is even more necessary today, with the much higher standards, more complicated equipment and closer tolerances with which the men have to work, as well as the complications of modern life. There is no such thing as devoting too much attention to the human relations side of railroad work.



WHY ENGINEERING GRADUATES RESIST RAILROAD EMPLOYMENT

Starting salary, chance for advancement, working conditions and methods of recruitment loom large in the minds of college students

The railroads are still faced with a serious problem in recruiting engineering graduates for employment in their engineering and maintenance-of-way departments; are experiencing a heavy turnover among those graduates employed; and are far less active in recruiting graduates than is industry generally. Also, higher starting salaries for newly graduated engineering students are being paid by industry generally.

These are some of the conclusions contained in a report presented before the annual meeting of the

American Railway Engineering Association in Chicago on March 16 by the association's committee on Cooperative Relations with Universities. For several years, under one of its assignments, it has been attempting to stimulate greater appreciation on the part of railway management of (a) the importance of bringing into the service selected graduates of colleges and universities, and (b) the necessity of providing adequate means for recruiting such graduates and of retaining them in service by establishing suitable programs for training and advancement. The report was prepared by a subcommittee, of which C. H. Mottier, vice-president and chief engineer of the Illinois Central System, was chairman.*

Roads and Colleges Questioned

The report of the committee in 1947 reviewed past employment practices of the American railroads and emphasized the present need for employment of carefully selected engineering graduates, and the desirable procedure to follow in recruiting such graduates. It was shown that an aggressive employment policy with a starting salary as high as, or higher than, that paid by competing industries, and a prospective future commensurate with the employee's ability, were necessary to attract the better engineering graduates.

To ascertain pertinent information as to methods now being employed to interest prospective engineering employees in railroad service, and the salaries being paid to graduates by railroads and other industries, the committee submitted separate questionnaires to the railroads and to engineering colleges and universities. The railroad questionnaire was sent to all railroads operating more than 500 mi. of road in the United States, on January 18, with a cut-off date of September 1, 1947, so as to cover salaries paid and employees hired prior to that date. In reviewing its report, therefore, the committee pointed out that it should be borne in mind that the salary data had not been influenced by the 15½ cents per hour pay increase granted non-operating employees, effective September 1, 1947. It also pointed out that, in relating this information to existing conditions, consideration should be given to this fact, as the recent general increases paid employees on the railroads and in other industries to a large extent have been reflected in the salaries of engineering employees and should influence the rate paid future engineering graduates.

The term "engineering graduate," as used in the committee's questionnaires and report, embraces only recent engineering graduates recruited in the engineering and maintenance-of-way departments, and does not include employees of the mechanical department unless such employees had been initially employed by the engineering department.

Replies to the committee's railroad questionnaire were received from 45 roads, but of this number only 33 had hired engineering graduates during 1946 or 1947. These 33 railroads, however, represent more than two-thirds of the Class I railroad mileage in the United States. The information received as to the number of engineering graduates employed and still in service,

*Other members of the subcommittee included H. R. Clarke, ch. engr., Burlington Lines; C. C. Grove, ch. engr. m. w., Western region, Pennsylvania; E. M. Hastings, ch. engr., R. F. & P.; and S. R. Hursh, asst. ch. engr. maintenance, Pennsylvania.

together with starting salaries paid, appears in Table I.

Commenting upon this phase of its study, the committee said, in part:

"Of the 130 graduates employed in 1946 there were only 88, or 67.7 per cent, still in service on August 1, 1947. In this relatively short period, which probably averaged approximately one year per graduate, about one-third left the service. This, in a very striking manner, calls attention to one of the serious problems faced by the railroads in recruiting engineering graduates. It also raises some interesting questions as to why there should be such a heavy turnover of newly employed graduates, where the fault lies, and how it can be remedied. It shows clearly that there is not only the problem of recruiting the graduate, but of retaining him in service after he is once employed.

"It is interesting to note that in the first seven months of 1947, 159 graduates were hired as compared to 130 in the entire previous year. As might be expected, there seems to be a reasonably close relation between the size (miles) of the railroad and the number of graduates employed.

"As previously pointed out, it should be borne in mind that the salaries recorded in Table I were all effective prior to the 15½ cents per hour (\$31.62 per month) increase awarded the non-operating groups by the arbitration board, effective September 1, 1947. As the April 1, 1946, award was retroactive to January 1, 1946, and as it is reasonable to suppose that very few graduates were employed in the first three months of 1946, it follows that the period covered by the questionnaire was undisturbed by any general wage increase effective on the railroads. It also follows that the 15½ cents award to non-operating groups, together with the upward trend in living costs, will

necessitate an upward adjustment from the salaries paid graduates in the first half of 1947, as reflected in Table I, to be comparable with salaries now paid engineers by the railroads and by industry in general.

"A comparison of the salaries paid in 1946 with those paid in the first half of 1947 indicates an upward trend. The weighted averages for the two periods are \$247 and \$255, respectively. This upward trend is more pronounced in the minima than in the average paid, the weighted average minima for the two periods being \$222 and \$236, respectively. This trend is further evidenced by the fact that five roads employing a total of 15 graduates in 1946 paid seven of them less than \$200 per month, and in 1947 four of these roads employed a total of 26 graduates with a weighted average minimum rate of \$234. The fifth road did not employ a graduate in 1947, and in no case was the 1947 rate less than \$200. Fifteen reporting roads employed graduates in both years. The minimum initial salaries paid by four of these were the same in 1947 as in 1946, while on the other 11 the minimum salary was increased. In no case was the initial salary reduced.

"Speaking generally, the salaries paid engineering graduates in the first half of 1947 averaged approximately \$255, with a maximum on four railroads exceeding \$300."

Of the 34 railroads answering the committee's question, "Have you been able to secure enough graduates at the rate you paid in 1946 and 1947 to meet your requirements?", the committee said that two of the roads replied conditionally and that of the remainder, ten replied in the affirmative and 22 in the negative.

According to the committee, several of the 32 roads answering its question as to what starting salary is

TABLE I.—NUMBER AND SALARIES OF ENGINEERING GRADUATES EMPLOYED BY RAILROADS IN 1946 and 1947

Road No.	Order As To Miles of Road	Year 1946					Jan.—July 1947								Total Number	
		Starting Salaries			Number		Starting Salaries			Number		Still in Service 8-1-47	Hired	Still in Service 8-1-47	Hired	
		Min.	Avg.	Max.	Hired	Still in Service 8-1-47	Min.	Avg.	Max.	Hired	Still in Service 8-1-47					
1.....	5	227	227	227	17	10	227	227	227	20	18	37	28			
2.....	4	247	287	319	10	8	250	279	309	20	19	30	27			
3.....	3	219	258	295	14	11	219	266	295	10	10	24	21			
4.....	11	220	255	295	16	13	240	257	260	7	7	23	20			
5.....	17	179	278	335	4	4	231	289	340	17	15	21	19			
6.....	12	200	268	308	7	3	218	251	286	14	14	21	17			
7.....	14	216	227	241	9	3	231	235	241	10	10	19	13			
8.....	13	230	254	280	13	8	230	236	260	5	5	18	13			
9.....	7	250	274	309	9	7	254	254	255	7	6	16	13			
10.....	24	218	237	293	4	1	250	250	250	5	3	9	4			
11.....	2	191	211	251	6	2	206	266	325	3	2	9	4			
12.....	8	...	...	...	...	...	200	241	300	7	7	7	7			
13.....	10	186	213	240	2	2	204	242	278	4	4	6	6			
14.....	6	...	...	...	...	...	291	291	291	6	6	6	6			
15.....	1	...	...	...	...	...	224	254	325	6	6	6	6			
16.....	9	219	222	225	2	2	225	230	345	4	3	6	5			
17.....	23	200	203	213	5	5	...	...	...	...	...	5	5			
18.....	33	210	210	210	1	...	210	210	210	2	2	3	2			
19.....	26	195	195	195	1	...	265	265	265	2	1	3	1			
20.....	32	250	250	250	2	2	...	...	...	...	...	2	2			
21.....	18	250	256	262	2	2	...	...	...	...	...	2	2			
22.....	20	...	...	...	...	...	242	242	242	2	2	2	2			
23.....	22	170	194	218	2	2	...	...	...	...	...	2	2			
24.....	25	...	...	...	...	...	225	245	265	2	1	2	1			
25.....	31	225	225	225	2	1	...	...	...	...	...	2	1			
26.....	28	311	311	311	1	1	...	...	...	...	...	1	1			
27.....	16	250	250	250	1	1	...	...	...	...	...	1	1			
28.....	27	...	...	...	...	...	200	200	200	1	1	1	1			
29.....	21	...	...	...	...	...	231	231	231	1	1	1	1			
30.....	29	...	...	...	...	...	250	250	250	1	1	1	1			
31.....	30	...	...	...	...	...	225	225	225	1	1	1	1			
32.....	15	...	...	...	...	...	225	225	225	1	1	1	1			
33.....	19	...	...	...	...	...	274	274	274	1	1	1	1			
Totals.....		...	...	...	130	88	...	...	...	159	147	289	235			
Weighted Average Salaries.....		...	247	...	...	...	...	255	...	...	...	...	...

TABLE II.—METHODS USED BY RAILROADS IN RECRUITING ENGINEERING GRADUATES

Method	Number of Roads Using Method Indicated	No. of Graduates Hired by Roads Indicated	
		By Method Indicated	Total Hired by All Methods
Application initiated by applicant	25	133	232
Faculty member acting as intermediary	13	64	148
Railroad representative interviewing prospect at school	10	70	181
Contacted through friends	1	6	18
By paid advertisements	3	5	30
Graduate interviewed at railroad office .	1	1	1
Persons employed returning to service .	1	1	1

TABLE III.—PROGRAM FOR SALARY ADVANCEMENT

Railroad No.	Average Starting Salary		Total Number of Graduates		Program for Salary Advancement
	1946	1947	Hired	Still in Service 8-1-47	
1	227	227	37	28	After 6 months \$15 After 12 months 25 After 30 months 25
10	237	250	9	4	After 6 months 25 After 12 months 25
18	210	210	3	2	After 6 months 15 After 12 months 25
19	195	265	3	1	After 6 months 5 After 12 months 10 After 18 months 10
20	250	....	2	2	After 6 months 25 After 18 months 25
28 . . . . .	....	200	1	1	After 12 months 25
32 . . . . .	....	225	1	1	After 12 months 25

TABLE IV.—REASONS FOR THE INABILITY OF RAILROADS TO EMPLOY AND RETAIN ENGINEERING GRADUATES

Reason	Total Number of Railroads Giving the Reason Indicated
Other industries pay higher salaries	14
Lack of opportunity for advancement on railroads .	8
Lack of automatic or systematic promotion on railroads	5
More stability of employment in other industries . .	4
Other industries have more attractive working conditions	3
Housing shortage	3
Lack of opportunity for advancement on railroad in other than the engineering department	3
Too much hard work	2
Lack of special training courses	2
Shorter working hours in other industries	1
Lack of personnel relations which would place employee in work where his talents can best be exercised, thus insuring job satisfaction	1
Lack of opportunity to establish normal family and community life	1
Lack of increases in salary commensurate with progress	1
Higher deductions for Social Security than in other industries	1
Restrictions imposed by agreement with technical employees	1

required for the railroads to attract promising graduates gave such wide ranges for starting salaries necessary that it was difficult to summarize results in an effective manner. Two railroads that gave ranges in excess of \$50 were eliminated to permit more definiteness in analyzing the replies. Of the remaining railroads, eight gave ranges that extended below \$250, 16 gave salaries between \$250 and \$275 and six others extended their range of salaries to \$300.

Methods of recruiting engineering graduates by industry generally (not limited to railroads) were investigated in a questionnaire sent out in May, 1946, by the committee to employers of engineers by the Engineers' Joint Council Committee on the Economic

Status of the Engineer. The results, according to the committee, indicated that 70 per cent of employers send representatives to interview the prospect at school. Table II, which summarizes the methods used in recruiting graduates and the number so recruited as reported to the committee by 30 roads, indicates that only 10 railroads, or 30 per cent, recruited engineering graduates by this method, and that only 24 per cent of their recruits were so employed. The Engineers' Joint Council Committee reported further that 51 per cent of the employers invite students to visit their plants at company expense. These facts, said the committee, would indicate that the railroads are far less active in recruiting graduates than is industry generally.

One Road Used Aptitude Test

Only one railroad stated that it used an aptitude test in determining the fitness of the graduate. Of the 39 railroads replying to the committee's question relating to pre-graduate training, only 13 reported a vacation training program for undergraduate students. However, of those not having a training program, four reported that they employ students during summer vacations.

In reply to the committee's question asking the roads whether they have a definite schedule for advancing the salary rate of newly employed graduates, 31 roads stated that they do not have such a schedule, or merely gave the answer "variable." Seven railroads gave specific information in reply to this question—which is presented in Table III.

In reply to another question of the committee, numerous reasons were given as to why the carriers are unable to recruit a sufficient number of graduates, or to retain them permanently after employment. These are summarized in Table IV.

With specific regard to this phase of its study, the committee presented the comments of six chief engineering officers. The comments of three of these officers were as follows:

Chief Engineer of Railroad No. 25—"From inquiries and applications and some interviews it is thought that to attract men of reasonable ability and stability it is necessary that the railroads afford assurance of a definite schedule of advancement in rank and increase in salary over a definite period, and assurance that the engineering personnel will not be arbitrarily reduced merely to effect a payroll reduction to accompany a recession in gross revenues, regardless of the current or prospective value of the individual to the railroad. The railroads are suffering from their policy of the past, and unless that policy is modified it is obvious that they will continue to suffer."

Chief Engineer Railroad No. 21—"In my opinion, the only way graduate engineers will be attracted to the railroads in the future is to have a minimum starting salary, with a graduated increase yearly or semi-yearly, up to a maximum in each class, and then promote them to a higher class after serving a certain time as understudies to the higher class. This would necessitate closer cooperation between railroads and local colleges or universities, and a definite plan of programmed increase in compensation and promotion for the graduate."

Chief Engineer of Railroad No. 11—"Our technical men are organized and that has had the effect of greatly restricting our activity along the lines of encouraging engineering students to enter our service... Our greatest obstacle is our inability to advance college graduates owing to the restrictions imposed by seniority rules. If we were not so restricted, we feel that we would be able to attract more young men—possibly not enough. Outside concerns, such as the oil companies, states and municipalities, have drawn heavily from recent graduates. Possibly, within the next two or three years, we can look forward to an increasing number of college graduates and that might relieve our situation. Technical railroad employment offers attractive opportunities to young college graduates who have the characteristics of a railroader."

The College Questionnaire

In the committee's 1947 report reference was made to information collected on the salaries of engineers by the Engineers' Council of Professional Development. That information, as of May 1, 1946, indicated that salaries paid inexperienced graduates ranged from \$150 to \$261, with an average of \$206 per month. It was with the view of collecting more up-to-date information in this regard, and limiting it to only civil engineering graduates, that the committee submitted its questionnaire to colleges and universities. Sixty-two such institutions answered the questionnaire; however, only 53 gave the information requested in such shape that it could be tabulated.

Commenting upon its tabulation (Table V not included herewith) the committee said as follows:

"Table V indicates that the average starting salary of the 955 civil engineering graduates reported on was \$253, with a minimum of \$175, and with 35 of the 53 schools reporting maxima ranging from \$300 to \$600. The information furnished on railroad employment covered such a small sampling that any conclusions from the college questionnaire as to salaries paid to its graduates entering railroad service might be misleading. Only four colleges reported having as many as four graduates entering railway service, and the total reported by the 20 schools was only 53. The average starting railroad salary (\$256) was practically the same as the average of all the civil engineering graduates reported (\$253). A comparison of the maximum salaries indicates that the higher salaries, which presumably went to the better graduates, were paid by industry generally and not by the railroads."

Supplementing this part of its report, the committee presented representative comments from six colleges. Five of these were as follows:

College 26—"There is a general feeling among our engineering graduates that the railroad industry is not particularly interested in university graduates and that it has done little to make it an attractive engineering opportunity. I believe that this attitude could be easily changed by an aggressive recruiting program."

College 38—"There was a shortage of men in this area and the graduates took the high salary jobs. The railroads will have to pay \$275-\$325 in order to get graduates if the present trend continues."

College 24—"In spite of the fact that several roads visited us and offered men jobs, not one man accepted.

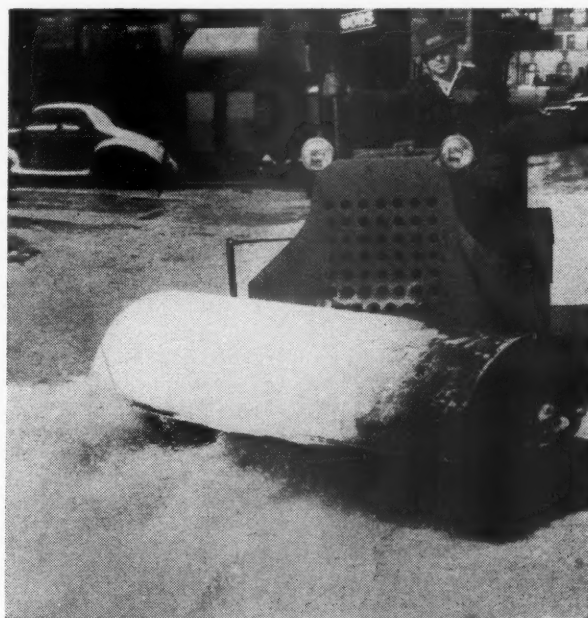
It was not just the higher wages offered by business and industry that attracted our men away from railroading. They disliked the seniority system which prevails, and felt it would interfere with incentive—not as much for the junior engineer as in the long run."

College 22—"We have definitely tried to encourage our men to take work with railroads, but with little success. The present men graduating are largely G.I.'s who have done a lot of traveling and want to settle down. Hence, the travel involved in the usual railroad job was not inviting to them. Men in former classes who have gone with the railroads all seem to be happy with their jobs."

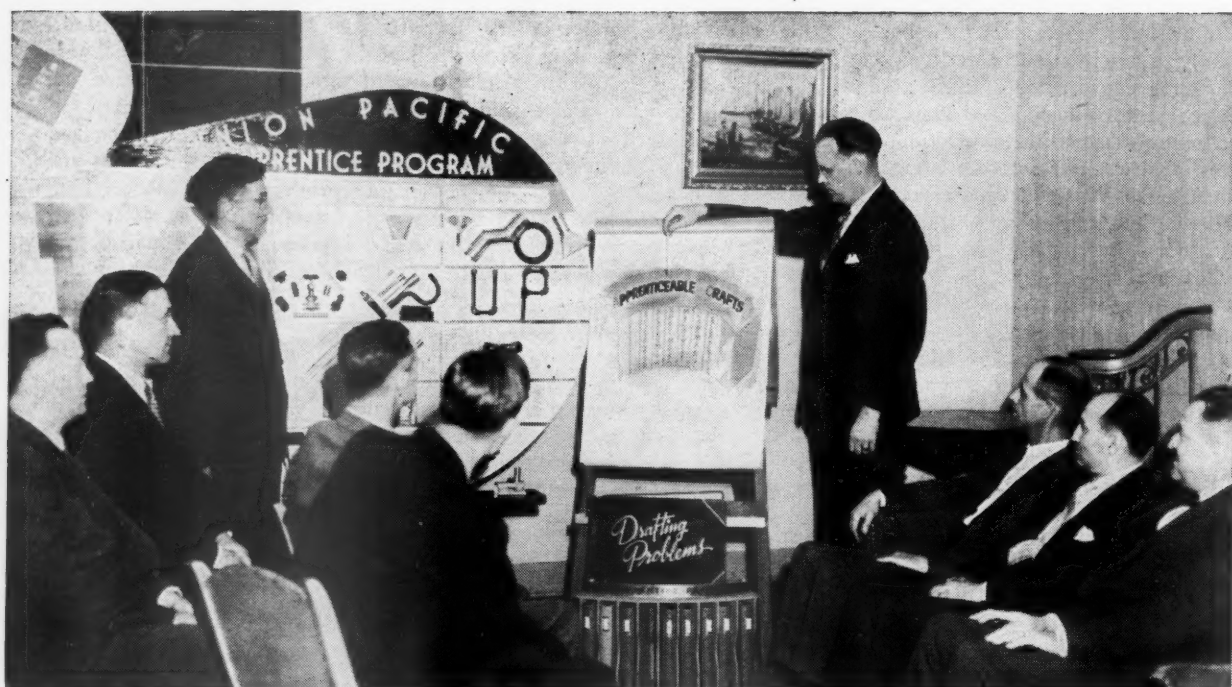
College 31—"Although a number of railroads contacted this office in regard to hiring seniors, the majority involved an apprenticeship program in which the salary was considerably lower than that generally encountered in other industries; therefore there was considerable reluctance among the students to accept this sort of work."

AID TO SNOW REMOVAL FORCES

The Tractor Division of Clark Equipment Company, Battle Creek, Mich., has designed a special sweeper attachment, which can be used with its Clarktor "6" in the clearing of snow from station



platforms, runways, etc. This device is a rotary brush operated by means of a power take-off from the tractor's transmission. This unit is reported to be attachable in a few minutes. When not in use for snow-clearing purposes the tractor may be used in its normal activities.



APPRENTICESHIP TRAINING REVITALIZED

Management and labor cooperate in the reorganization of the methods of instruction for mechanical department apprentices on the New York Central and the Union Pacific

By EDWARD E. GOSHEN

Assistant Director, Bureau of Apprenticeship, U.S. Department of Labor,
and National Consultant on Apprenticeship in the Railroad Industry



FACING PAGE—(Top) Representatives of Union Pacific management and labor and the general apprenticeship committee during the formation of a program at Salt Lake City. **(Bottom)** An apprentice class in session at the Beech Grove, Indiana, shop of the New York Central

In view of the fact that apprenticeship is the source of the vast majority of railroad mechanics, the slump in this indispensable activity during the war was nothing less than alarming. Getting back to normal in apprenticeship activities has been, therefore, one of the first "musts" in the rehabilitation program. With the return of young men from military service in 1946 most of the railroads were able to increase the number of apprentices employed to the prewar level. Because of the necessity to build up the depleted maintenance force, a movement is on foot to revitalize apprenticeship activities—to expand and modernize the apprenticeship system—so as to have under development continuously a sufficient supply of young men to meet all future demands of the shops for skilled workers. It is anticipated that all Class A railroads will eventually take part in this national program.

Taking the lead in this movement have been the New York Central and Union Pacific. In this undertaking they have the enthusiastic cooperation of the Railway Employees Department, A. F. of L., and the system federations on these properties. Each of these roads, with its affiliated companies, has launched a system-wide apprenticeship program, modernized in every respect and conducted under centralized management-labor supervision and control. These systems have been officially registered with the Federal Committee on Apprenticeship, the national, joint management-labor, policy-making body on apprenticeship for the Bureau of Apprenticeship, U. S. Department of Labor. In planning and establishing these systems, the industry has had the assistance of field representatives of the Bureau of Apprenticeship, the U. S. Office of Education, and state vocational authorities.

The vast majority of the apprentices employed today on these systems are veterans. They are learning through both work experience and classroom instruction to master the multitude of skills and the technical background required to keep the cars, locomotives and other rolling stock equipment in top-notch condition.

The affiliated companies of the New York Central system, all of which are participating in the apprenticeship system, are the New York Central lines, East and West; and the Michigan Central, Boston & Albany, Chicago River & Indiana, Indiana Harbor Belt, Big Four, Peoria & Eastern, the Grand Central Terminal and Cleveland Union Terminal. The Union Pacific system is one railroad, and the apprenticeship program is system-wide and conducted in all its major shops.

Management-Labor Participation

The apprenticeship system of each of these railroads is conducted jointly by management and labor. A general joint apprenticeship committee has been established by each railroad system to function in an advisory

capacity in carrying out the objectives sought. This committee represents management and the A. F. of L. system federations. Also established are local, joint management-labor committees which administer the apprenticeship systems in the individual shops. These local committees cooperate with and carry out the directions of the general committee.

The apprenticeship systems now in operation in the New York Central and the Union Pacific shops were adopted in the early part of 1947. Expansion of these systems was under development before the end of the war, when apprenticeship activities were at a low ebb.

The manpower curve since 1940 in the shops of these railroads has been similar to that in the shops throughout the industry. In 1940, the New York Central and Union Pacific had on the payroll in their shops approximately 17,300 skilled workers and 1,050 apprentices. While the number of maintenance mechanics increased, by 1944 the number of apprentices decreased 50 per cent. With the return of men from the military service in 1946, the number of apprentices was stepped up to approximately the prewar level.

By the middle of 1947, as a result of the revitalization of apprenticeship, the total number of apprentices employed in the maintenance shops of these railroads had increased to 1,500—a gain of more than 42 per cent above the prewar figure. The number of apprentices employed is based on the available and needed skilled manpower, with consideration being given to a reasonable opportunity for steady employment of those who complete their apprenticeship term. The usual practice has been to employ no more than the number of apprentices called for in the labor agreement in effect on the property. In the event of an emergency need for skilled workers, the general apprenticeship committee of either railroad system may recommend an increase in the proportion of apprentices for the approval of management and the labor union.

Types and Ages of Apprentices

Both railroads employ two types of apprentices—regular and helper—and the New York Central employs a comparatively small number of third type known as special apprentices.

Regular apprentices are those who are usually new employees, with little or no previous experience and are usually young men recently graduated from high school. Helper apprentices are those who have had at least two years previous experience as helpers in one of the several shop crafts. Special apprentices are either graduates of engineering colleges or graduates who have had some engineering education. These apprentices are given the advantage of practical experience as apprentices in preparation for supervisory positions.

While the usual practice is to limit the upper age qualification of applicants for regular and helper apprentices to 21 and 35 years old, respectively, the age limitation has been liberalized in the case of veterans, who make up about 90 per cent of the apprentices employed today by the New York Central and Union Pacific. Over 75 per cent of the 1,500 apprentices employed in the shops of these two railroad systems are between 20 and 30 years old. Approximately 7 per cent of them are youngsters under 20 years old and about

the same proportion are between 30 and 40 years of age.

Apprentices are learning through practical experience on the job and classroom instruction the wide variety of skilled operations performed by craftsmen in the maintenance shops, including the trades of machinist, boilermaker, blacksmith, sheet metal worker, electrician and carman. For each craft a separate step-by-step work schedule is specified for apprentices, which is followed as closely as possible. A record is kept of each apprentice's ability and progress in each of the various operations.

In the shops apprentices are under the direct supervision of foremen and journeymen to whom they are assigned. In each trade apprentices start with the simplest tasks and advance little by little to the more intricate, until they have mastered the skills required of all-round workers. They earn as they learn, and produce while learning. Their wages advance every six months in accordance with a predetermined schedule. The term of apprenticeship for regular apprentices in each trade is four years; for helper and special apprentices, three years.

In the large shops both the New York Central and the Union Pacific have an apprentice instructor assigned to the shop itself, who teaches apprentices individually while they are working on the job. This is in addition to the classroom instructors.

The various operations taught apprentices in each trade are exemplified by the following work schedule for machinist apprentices in the New York Central shops.

WORK PROCESS	REGULAR APPRENTICE	HELPER APPRENTICE
Tool Room	1 Mo.	0 Mo.
Lathe Work	3 Mos.	3 Mos.
Shaper		
Planer	3 Mos.	3 Mos.
Slotter		
Drill Press	1 Mo.	1 Mo.
Boring Mills	3 Mos.	3 Mos.
Milling Machines	3 Mos.	3 Mos.
Grinders	1 Mo.	1 Mo.
Brass Room	2 Mos.	2 Mos.
Bench Work	3 Mos.	2 Mos.
Total	20 Mos.	18 Mos.
Erecting Work		
Frames	1 Mo.	0 Mo.
Shoe and Wedge	2 Mos.	1 Mo.
Guides		
Pistons	2 Mos.	1 Mo.
Crossheads		
Cab Work	1 Mo.	1 Mo.
Stud Work		
Wheel and box tires	1 Mo.	1 Mo.
Valves		
Valve gear	2 Mos.	2 Mos.
Valve setting		
Rod Work	1 Mo.	1 Mo.
Truck Work		
Engine	2 Mos.	1 Mo.
Trailer		
Steam pipes		
Front end	2 Mos.	1 Mo.
Units		
Throttles	1 Mo.	1 Mo.
Stokers		
Boosters	3 Mos.	2 Mos.
Water Pumps		
Millwright, crane repairs	2 Mos.	0 Mos.
Air Brake Test Shed or Test Rack	2 Mos.	2 Mos.
Welding		
Acetylene		
Electric Arc	6 Mos.	4 Mos.
Grand Total	28 Mos.	18 Mos.
	48 Mos.	36 Mos.

Note—Diesel machinist experience may be substituted for erecting work when available locally.

In addition to the practical experience in the railroad maintenance shops, all apprentices are given classroom instruction in subjects related to the work on the job. They attend classes four hours a week during regular working hours and are paid the same rate they receive when in the shops. In the classrooms, which are located on company property, they are instructed by men who have had long experience in the mechanical trades in railroad shops, and have received from vocational educational authorities instruction in the arts of teaching. The classrooms have been well equipped with desks, drawing tables, library cabinets, good lighting and ventilation.

In planning the related instruction the New York Central and Union Pacific have had the assistance and cooperation of the U. S. Office of Education, and the Union Pacific has had the additional assistance of state vocational authorities in the various states in which the railroad operates, where classes are being established. This assistance has been rendered in developing instructional material, selecting, providing, and training instructors, and supervising quality of instruction.

In each trade there is a different curriculum in the school instruction applying directly to the work in that trade. A comprehensive curriculum, for example, is provided for machinist apprentices. It includes studies in the intricacies and problems pertaining to lathes, planers, tools, dies, taps, drills, reamers, gages, gears, valves, belts, pulleys, speeds, torsion, horsepower, lubrication and bench work. Apprentices are also schooled in drawing and reading blueprints, and in designing jigs and fixtures and machine parts to familiarize them with mechanical construction and operation. A schedule of home studies in mathematics, as it applies to the trade, is also provided.

A set of technical reference books has been made available to all apprentices. In addition to this, reference libraries for apprentices have been set up at each of the major points where apprentice training is given.

Apprenticeship Agreement

Before starting his training each apprentice signs an apprenticeship agreement which is also signed by an officer of the railroad employing him and a member of the local apprenticeship committee. Copies of the agreement are furnished the management and the general apprenticeship committee; and the names of apprentices indentured, with age, birthplace and other pertinent data are registered with the Bureau of Apprenticeship, which forwards copies of the data to the state apprenticeship agencies in states in which apprentices are employed in railroad shops.

At the end of his training each apprentice is awarded a certificate of completion of apprenticeship. This certificate corresponds with the diploma awarded a graduate of a university or school. It is evidence of his qualification as a journeyman, just as an engineering diploma is evidence of a college graduate's qualification for a position as engineer.

Applicants for apprenticeship are carefully selected and examined. Before passing on the qualifications of an applicant, he is given a series of tests to ascertain his scholastic background and any previous practical experience he may have had in a trade.

(Continued on page 50)

DIESELS CHIEF TOOL IN ROAD'S IMPROVEMENT

Kansas City Southern lengthens trains without cutting speed on tough hill districts; seven Diesels account for half of gross load

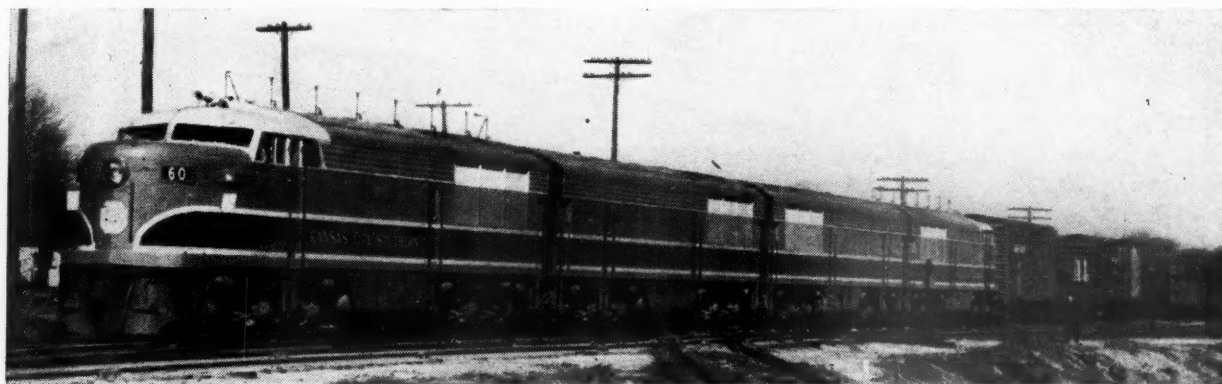
ABOUT half of the gross ton-miles in freight service on the Kansas City Southern are currently being performed by seven road Diesel locomotives. Estimated to have replaced about 20 steam units, these locomotives not only make possible definite and substantial savings in operating costs compared with steam operation—and despite rising wage, materials and fuel rates—but as well afford higher sustained road speeds and improved terminal-to-terminal schedule performance. To attain the maximum potential of the new Diesel power, the road's management has experimented intensively with various combinations of units, train

lengths, and assignments, in the course of which certain "guesses" were found to be faulty, while performance possibilities undreamed of were discovered in other directions.

Virtually complete Dieselization of the K.C.S.'s main-line passenger service was made effective by delivery of two additional 3,000-hp. Diesels from the Electro-Motive Division of General Motors Corporation in November, 1947. Supplementing main-line Diesels are a growing number of road-switchers and switchers used partially in branch line and local main-line service. Due chiefly to the establishment of in-



Above—The "Southern Belle" is Diesel-hauled between Kansas City, Mo., and New Orleans, La. Shown is a 2,000-hp. Electro-Motive unit. Below—The "world's largest Diesel locomotive"—an 8,000-hp. combination received from Fairbanks-Morse—shown during early months of operation, leaving Pittsburg with 107 loads. The four units were later split and added to 2,000-hp. units to form two 6,000-hp. locomotives.





Above—Electro-Motive freight Diesel on service pit at Pittsburg, Kan. Below—No. 60 is one of two 6,000-hp. freight locomotives made up of half each of the original 8,000-hp. Fairbanks-Morse combination, plus a 2,000-hp. unit.

Photo courtesy Ed Harlow, Fairbanks, Morse & Co.



genious combination assignments, these units show a surprisingly high utilization ratio, despite short runs, light traffic and, in some instances, infrequent schedules.

Costs Down; Loads Up

K.C.S. cost data indicate an average saving of 40 to 45 cents per 1,000 gross ton-miles by Diesel haulage of road freights, compared with steam operation, this figure being exclusive of fixed charges and depreciation accruals. In July, 1947, Diesels accounted for 55.5 per cent of the total engine-miles run on the road, compared with 12.6 per cent in July, 1946. Distributions of engine-miles by type of power in these months was as follows:

WHAT SEVEN DIESELS ACCOMPLISHED

Seven 6,000-hp. road freight Diesels put in service on the Kansas City Southern, chiefly between Pittsburg, Kan., and Shreveport, La., accounted for the greater part of the improved freight train performance for the entire road in August, 1947, compared with August, 1946, when road freights were entirely steam-hauled.

Measurements	August, 1947	August, 1946
Gross ton-mi. per fght. tr. hr.	58,897	45,959
Gross ton-mi. per Diesel fght. tr. hr.	84,671	.....
Gross train load, tons ...	3,083	2,761
Gross Diesel train load, tons	3,436	.....

Type	July, 1947	July, 1946
Steam, coal	62,167	111,393
Steam, oil	125,438	319,812
Diesel	234,657	62,422
Total	422,262	493,627

It is worthy of note that engine-miles in July, 1946, were 17 per cent higher than in July, 1947, while, in contrast, gross ton-miles moved were 4 per cent less.

Significant average costs and operating performance for the entire fleet of locomotives on the road in July, 1947, compared with the corresponding month of 1946, show the effect of the partial Dieselization achieved thus far:

Measurement	July, 1947	July, 1946
Gross ton-miles	595,965,112	571,283,071
Cost per engine-mile	\$1.3202	\$1.2589
Cost per 1,000 gross ton-miles	\$0.8318	\$0.918
Cost per passenger car-mile	\$0.1048	\$0.1125
Average number passenger cars per train	6.97	7.27
Average number freight cars per train (2 empty=1 load)	54.36	47.98

These cost reductions were achieved in the face of substantially higher wage, fuel and materials costs in 1947 than in 1946. Cost of locomotive fuel in the two months, for example, was:

Unit	July, 1947	July, 1946
Cost per ton of coal	\$3.84	\$3.08
Cost per barrel fuel oil	1.813	1.28
Cost per barrel Diesel fuel	2.735	2.04

The Diesel Fleet

A roster of all Diesel-electric locomotives in service on the K.C.S. and its affiliated Louisiana & Arkansas* at the end of 1947 appears in Table I. Listed therein are a total of seven passenger locomotives (total of nine units); eight freight locomotives (total of 28 units); four road-switchers; and 18 switchers. The K.C.S. system has four 6,000-hp., 4-unit, F-3 type freight Diesels scheduled for delivery in March, and

* General and average data given in this article are for K.C.S. proper only, unless otherwise noted.

ten 1,000-hp switchers, due in May. All locomotives on order are of Electro-Motive manufacture.

The road freight Diesels are assigned primarily to the 302-mi. bottleneck of the entire railroad—heavy-traffic, mountain territory between Pittsburg, Kan., and De Queen, Ark., comprising the second to fourth districts of the Northern division. Long noted for the high speed and reliable performance of its merchandise freight trains, geared to a highly competitive territory and to an exacting arrival timing at the Gulf ports which the K.C.S. was built primarily to serve, the railroad has been faced with the necessity of running longer trains without sacrifice of speed and eliminating helper service, if today's high unit costs are to be met.

A user of passenger Diesel power since 1938, the road received its first freight Diesel in November, 1946. Hailed as the "world's largest Diesel locomotive" it was a four-unit, 8,000-hp. locomotive built by Fairbanks, Morse & Co., and was ordered by the K.C.S. for the purpose of pulling up to 5,000-ton trains at an average of 25 m.p.h., from Kansas City to the Gulf, without helper service. Since its delivery coincided with John L. Lewis' coal strike, the locomotive was placed in revenue service immediately to save coal, and the planned dedication ceremonies had to be scrapped. On its first trip, this new acquisition pulled a 5,473-ton trailing load at an average speed of 22.9 m.p.h. over the 108 mi. from Heavener to Watts, a rough stretch over outlying spurs of the Ozarks, the grades of which are indicated on the accompanying profile.

Several months of experimentation indicated that the maximum effectiveness of the big locomotive was severely limited by the length of passing tracks. Rather than extend sidings generally over the railroad, the management decided to spread the power thus acquired so as to increase train speeds and cut delays. First, the locomotive was cut into two double-unit locomotives of 4,000 hp. each. These proved not suited to the crucial mountain territory. Finally, two additional 2,000-hp. units were purchased from Fairbanks-Morse in January, 1947, and were added to the 4,000 hp. "splits" to form two 6,000-hp. locomotives. The latter were found most satisfactory for the district and traffic and are currently running "all over the rail-

road," though chiefly between Pittsburg and Shreveport, La.

The 20 Electro-Motive freight units shown on the roster were received in the first half of 1947 and are currently being run in 6,000-hp. combinations between, chiefly, Pittsburg and De Queen, although they often handle No. 77 southbound, the "Merchandise Special," and No. 42, northbound, manifest freight, between Pittsburg and Shreveport, 429 mi. When idle time would otherwise accrue, these and the Fairbanks-Morse Diesels are operated through to and from Kansas City where they use Diesel facilities established jointly by the K.C.S. and Chicago, Milwaukee, St. Paul & Pacific.

The remaining road freight Diesel power—a two-unit, 4,000-hp. Fairbanks-Morse locomotive—handles the entire manifest freight business on the L. & A.'s 222-mi. line between Shreveport, La., and Dallas, Tex. Originally opened in 1932, in connection with trackage over the Missouri-Kansas-Texas, and in 1937 linked to 35 mi. of trackage over the Gulf, Colorado & Santa Fe, this comparatively new district of the system must fight hard for freight traffic. The single through train in each direction is handled with ease by the single Diesel locomotive.

The Hill Country

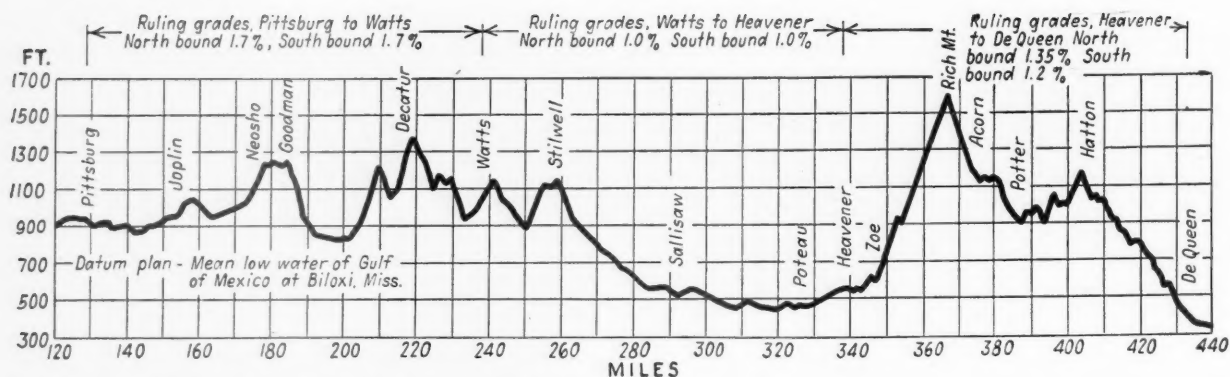
Of the four districts which comprise the Northern division of the K.C.S. (Kansas City and De Queen, 433 mi.), the second and fourth pose the greatest physical obstacles to train operation, as the profile indicates. It is in the battle against these grades and curves that the new freight Diesels score highest.

The fourth district, between Heavener, Okla., and De Queen, Ark., 95 mi., lies in the Ouachitas group of hills, which, generally, are higher than the Ozarks. Rich mountain, over which the line passes, is reputed to be one of the highest points between the Appalachians and the Rockies. The summit of the K.C.S. at this point is 1,625 ft. above sea level, compared with Kansas City's 800 ft. and Port Arthur's sea level position. From Heavener to De Queen (the direction of preponderant traffic) southbound trains encounter two long ascending grades and two shorter rises, with a ruling grade of 1.2 per cent. From Zoe to Rich Mountain, 19 mi., where the road climbs 1,025 ft., there

ROSTER OF DIESELS ON THE K. C. S. SYSTEM

No.	Road No.	Total Weight Wgt. Order (Lb.)	Tractive Force (Lb.)	PASSENGER		Units Per Loco.	Builder	Date Built
				Hp.				
1	21*	288,790	48,800	2,000		1	E. M. D.	Sept. '38
1	22	293,200	49,500	2,000		1	E. M. D.	July '39
1	23	298,500	51,190	2,000		1	E. M. D.	June '40
1	24	299,500	50,830	2,000		1	E. M. D.	Jan. '42
1	25	298,500	50,960	2,000		1	E. M. D.	Jan. '42
1	30	486,000	90,000	3,000		2	E. M. D.	Nov. '47
1	31	486,000	90,000	3,000		2	F. M. D.	Nov. '47
FREIGHT								
1	50	884,000	224,000	6,000		4	E. M. D.	Jan. '47
1	51	884,000	224,000	6,000		4	E. M. D.	Jan. '47
3	52-54	804,000	224,000	6,000		4	E. M. D.	May '47
1	60	1,000,000	173,480	6,000		3	F-M	Nov. '46-Jan. '47
1	61	997,800	173,480	6,000		3	F-M	Nov. '46-Jan. '47
1	62	689,200	115,000	4,000		2	F-M	June '47
ROAD SWITCHER								
4	1110-1113	242,500	70,000	1,000			Alco	Nov.-Dec. '43
SWITCHER								
12	1200-1211	247,000	62,500	1,000		1	E. M. D.	Oct. '46-Jan. '47
3	1100-1102	247,000	62,500	1,000		1	E. M. D.	May '39-Sept. '41
2	1125-1126	247,000	62,500	1,000		1	E. M. D.	Jan. '42
1	1150	199,227	60,520	600		1	Bald.	Apr. '46

*Originally E. M. D. No. 882 demonstration locomotive.



Above—The critical hill country on the Kansas City Southern lies between Pittsburg, Kan., and De Queen, Ark. Below—The Kansas City Southern-Louisiana & Arkansas system

exists an almost continuous adverse grade varying from 1.07 to 1.2 per cent, with but one short break, and 47 curves ranging from 1 to 5 deg. The assigned rating under favorable weather conditions for the 6,000-hp. freight Diesels over this stretch is 4,350 equated tons, compared with 3,070 tons for the G-1 and G-2 class articulated 2-8-8-0's (125,000 lb. tractive force) and 2,200 tons for the Class J 2-10-4's (93,000 lb. tractive force).

Northbound from De Queen to Rich Mountain, 66 mi., trains encounter numerous short grades, with a secondary summit at Hatton. The line rises from an elevation of 400 ft. at De Queen, a distance of 29 mi., to 1,260 at Hatton, drops by a series of humps to 900 ft. near Potter (18 mi. from Hatton), then ascends in two stages to 1,625 ft. at Rich Mountain (19 mi. from Potter). The ruling grade of the entire stretch is 1.35 per cent, which opposes trains for a distance of 8 mi., Acorn to Rich Mountain, with numerous curves ranging from 1 to 5 deg. Helpers for steam-powered freight trains formerly ran through between Heavener and De Queen.

While the southwestern spurs of the Ozarks pose stiffer ruling grades in both directions for the second district between Pittsburg, Kan., and Watts, Okla., 108 mi., the duration of the adverse grades is less. The summit of the district is near Decatur, Ark., being 1,380 ft., compared with 910 ft. at Pittsburg and 925 ft. at Watts. The ruling grade is 1.7 per cent compensated in both directions. Southbound, the ruling grade stretches south from Neosho, Mo., for 4 mi. accompanied by 5 curves ranging from 1 deg. 30 min. to 5 deg. Northbound the ruling grade of 1.5 per cent compensated up Goodman hill runs for 5 mi. with 9 short curves ranging from 1 to 6 deg.

Due to the existence of some four secondary summits in the crucial 62-mi. stretch between Neosho and Watts, helper locomotives normally ran through between these points. The 6,000-hp. Diesels, which customarily are not helped, are assigned a rating of 4,000 equated tons southbound Neosho to Watts, and 4,380 tons northbound Watts to Goodman. The corresponding ratings for the G-1 and G-2 class steam power are 2,600 tons southbound and 2,750 tons northbound, and for the Class J locomotives, 1,800 tons southbound and 1,950 tons northbound.

The degree to which the K.C.S. is obtaining maxi-



mum utilization from its switchers and road switchers is illustrated by the working day of Locomotive No. 1209, a 1,000-hp. switcher received from Electro-Motive late in 1946. Working out of Heavener, this unit rolled up 5,322 train-miles in July, 1947, contrasted with a maximum availability in switching service (at the standard rate of 6 m.p.h.) of 4,464 mi. About 5 a. m., No. 1209 runs up the main line 12 mi. to Poteau, thence 28 mi. to Fort Smith, Ark., over the St. Louis-San Francisco. It performs all K.C.S. switching at Fort Smith and returns to Heavener, where it goes to work switching until its run to Fort Smith next morning.

TO DEFEND AMERICA ABROAD— THWART SOCIALIZATION AT HOME

The railroads are no separate "problem," but how the public treats them has a lot to do with national defense and the prevention of socialization of all industry

By JAMES G. LYNE

Co-editor, *Railway Age*,
Executive Vice-President,
Simmons-Boardman Publishing Corporation

The threat of war takes first place in most people's concerns—quite rightly too, because this country has never until now been menaced by a powerful antagonist wholly lacking any attributes of humanity. Nor can we assume that, if war comes, this continent will be immune to attack—as it has been since the War of 1812, those backward days when it was considered a gruesome atrocity if a soldier robbed a hen-house. Evidence exists, however, that today's antagonist—deaf as he is to ethics and reason—is not insensitive to a demonstration of superior military strength. Our safety then—either in keeping out of war or in winning it quickly if we are attacked—must lie in maximizing our military power. Having been drawn into two disastrous conflicts because of our insistence on staying militarily so weak that the enemy was tempted to believe we could be licked before we would have time to arm, maybe we have learned that so-called "pacifism" is an invitation to attack rather than the road to peace.

What Is Military Strength?

The necessity for maintaining our military strength being recognized, the next question that arises is: In what does military strength consist? Not, certainly, merely in having a substantial army and navy and a lot of planes. Our enemies in the last two wars had more of most of these things than we did, at the start. They were licked because of this country's unmatched industrial production. The secret of our military power lies in maintaining conditions which foster industrial expansion, and in abstaining from surrounding industry with restraints which discourage its growth. It is certainly no coincidence that the one big country in the world which, until recently, had a government which had participated least in economic activity was the one which developed production so prodigiously that it was able to overwhelm simultaneously two powerful enemies on opposite sides of the globe.

If history can teach a people anything, it should by now have taught this nation that to allow government to invade our industry, which has grown organically from its own resources to such majestic strength, is

suicidal folly. Where on earth is there a transportation industry, or a steel industry, or mining industry, or a manufacturing industry run by government which is anything but an awkward imitation of these magnificent industries on the North American continent?

Nevertheless, despite all an indulgent Providence could possibly do to lead us and teach us the way to strength, to safety, and to plenty—we are constantly yielding to temptation to cast away this bounty, and succumb to socialism which continually demonstrates its poverty and weakness as conclusively as capitalism demonstrates its strength and plenty. This looks paradoxical, but only momentarily. The paradox is soon resolved when the socialist strategy is observed at closer range. It yields only ruin to the country *as a whole*, but to certain groups within the country it holds out immediate and tangible rewards—i.e., bribes.

There are very few people who will favor socialism to capitalism as an abstract principle—and also very few, including managements of business, who will oppose a federal power project if they think it will reduce their electricity bills at the expense of the federal treasury. Look at all the fervent capitalists among the proponents of public housing, and of toll-free waterways and superhighways! The principle of private initiative appeals to them as something to talk about, but the dollar they see transferred from the public till into their pockets is a mightier force than principle in determining their actual behavior. This is not a novel aberration of human character, but a very ancient one, often dwelt upon in literature—for example, old Doctor Faust selling his soul to the devil in return for the potency of enabling him to revert temporarily to youthful diversions.

In this picture—of which it is up to business leadership to decide whether there will be a happy or disastrous ending—the railroads are deeply involved, but not any more deeply than any other large industry. Only in this country, of all large nations, are the railroads still in private ownership. Elsewhere they have succumbed to socialism. And socialization of the railroads has been only a precursor to socialization of all other large business. It may be said, then, that the railroads in America represent the last stand of private enterprise in railroading. It may also be said that America itself represents the last stand of private enterprise in banking, in mining, in large-scale manu-

This article is adapted from an address delivered in the March 22 week to the Advertising & Selling Club of Peoria, Ill., and the Rotary Club of St. Louis, Mo.

facturing—the very interests that experience shows must be kept in private hands if our industrial superiority, and hence our military security, are not to vanish. If business leadership keeps on permitting further inroads of socialism into the transportation business—so that, at length, the railroads are unable to survive as private enterprise—then the railroads are going to have the cold comfort of a lot of company in their misery.

There is, then, no “railroad problem,” as such, in this country. There is a problem of keeping all industry, including the railroads, strong and unsocialized. If any part of industry is damaged by socialist competition, the injury afflicts all of it and the whole body politic too. When the principle of free enterprise is violated—just as when robbery is committed—it is not only the immediate victim who is harmed; everybody is jeopardized whose safety depends upon the defense of the principle.

On the tail side of a dime an ancient symbol appears—a bunch of clubs with a headsman’s ax sticking out at the top. This is the *fascies* of ancient Rome—the symbol which taught the populace the true business of government, viz., to coerce people, to beat them, and to chop off their heads. This is still the central function of government—whether the government is a benign republic or a bloody tyranny. The difference between a good government and a bad one is that the bad one uses violence where there is no necessity for it in the interest of the safety of decent people.

People Can Do for Themselves

There is no reason for government to be asked or permitted to enter any endeavor where strong-arm tactics are not needed. People can feed, heat, clothe, house, and transport themselves without help from the government except that of jailing crooks and defending them against a foreign enemy. The people can do these things for themselves better without government interference than with it. Government, in turn, will do its vital job of police work better if it does not try at the same time to feed, house, clothe, educate, nurse, heat and transport the entire population. A jack-of-all-trades can never be a master of one.

One sovereign remedy will rescue our country, alike from its enemies abroad and from domestic chaos—namely, inviting the government to concentrate its attention on its police functions—thus giving the country’s industry the opportunity to provide the sinews with which those police functions can be superbly performed.

But government will not be able to limit itself to its proper functions if economic groups within the country cannot learn to cooperate voluntarily. Experience has shown that domestic discord can be resolved by governmental coercion—and that such enforced cooperation is better than no cooperation at all. Mussolini, after all, made the Italian trains run on time—but accepting him was an awful price the Italians had to pay for their unwillingness to learn how to cooperate voluntarily.

The desirability in the public interest of avoiding any excuse for government to invade and dominate industry would amply justify managements in greatly increasing their attention to problems of public and

employee relations. The railroads have experience, and not merely theorizing, to guide them in this situation. They experienced coercive cooperation under government control in World War I—a control which, from 1916 to 1918, succeeded in increasing production of ton-miles by 12 per cent. They also had experience with widespread voluntary cooperation, based upon wholesale educational effort, in railroad operation in World War II—and in a comparable two-year period (1941 to 1943) production of ton-miles rose 53 per cent, or more than four times as much as enforced cooperation secured in World War I. If cooperation on so broad a scale is obtainable by voluntary action in car service with such productive results, is there any reason why similar intensive methods should not be equally applicable and successful in employee and public relations?

Human Factor Is Vital

Getting specialists in production to understand that their special work has no value except as it contributes to a larger goal is one of the big and baffling jobs which confronts all industry in its effort to establish and strengthen voluntary cooperation. It is the practice of standard industry publications such as *Railway Age* to promote interdepartmental understanding by reporting the activities of separate departments in terms of the interest of the industry as a whole. For example, in describing a new locomotive or bridge, a technical description is given, of course, but, in addition to that, information is also published to show how the new installation will make for better railroad service. This method of reporting is designed to encourage all departments to look upon themselves as members of a team—no one of them with any objective so important as the success of the enterprise as a whole. Similarly, in interpreting railroad concerns to the public, this paper seeks to do so in terms of the public’s interests, not merely in those of the railroad industry.

This approach to the discussion of industry problems is general among the country’s standard industry publications—and is unquestionably one of the great forces making not only for technological advancement, which is generally recognized, but also for improved dealing with the human factor, which is just as necessary to industrial progress as timely technical information. An industry publication which would neglect this vital organizational and human side of management’s problem would be failing in a large part of its responsibility. As the head of the Rockefeller Foundation observed not long ago: “We are discovering the right things but in the wrong order, which is another way of saying that we are learning how to control nature before we have learned how to control ourselves.” A conscientious press cannot ignore such warnings, the truth of which all discerning people must recognize.

It is tangible technical objects which are easiest to tell about and which arouse the easiest interest—but unless the problems of public relations and employee relations are solved better in future than they have been in the past, then the time may come before long when there will be no technological progress to report. (Continued on page 50)

RECOMMENDS 15½ CENTS FOR HOLDOUT OPS

Emergency board adheres to pattern of wage settlements with other unions, but also proposes many rules changes for enginemen and yardmen

Extension to railroad employees in engine and yard service of the 15½-cents-per-hour wage increase granted to other employees last fall has been recommended by an emergency board which has also recommended 15 working-rules changes, 13 of them favorable to the enginemen and yardmen and two along lines sought by railroad management. The recommended wage increase would be retroactive to November 1, 1947.

The board, consisting of Chairman William M. Leiserson, former chairman of the National Mediation Board, George E. Bushnell, chief justice of the Supreme Court of Michigan, and Professor William W. Wirtz of Northwestern University's School of Law, was appointed by President Truman to investigate the dispute which brought the February 1 strike threat from the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, and Switchmen's Union of North America. These three unions refused to go along on the settlement reached last November with the Order of Railway Conductors and Brotherhood of Railroad Trainmen. That settlement involved the grant of the 15½-cents wage increase, which had been awarded by an arbitration board to non-operating employees as of September 1, 1947, and certain rules changes (see *Railway Age* of November 22, 1947, page 49 and December 27, 1947, page 55).

Two Rules Changes for Management

Many of the rules changes recommended by the board would bring to enginemen and yardmen wage increases in addition to the 15½ cents per hour involved in the report's general recommendation. To railroad management the board would give a more

flexible rule on the starting time for yard crews and a rule fixing time limits with respect to the presentation and handling of claims and grievances under the Railway Labor Act. In dealing with the differing proposals with respect to so-called conversion rules, which relate to the handling of freight in passenger service, the board took occasion to chide the parties for failure to settle many of the rules issues through collective-bargaining procedures.

"The board," the report said, "was not asked, on this conversion rule issue, to resolve a question of principle. It was made, instead, the target for a barrage of conflicting arguments about a lot of little details. We were asked to find the answers to all these quibbles in a mass of evidence and testimony which covered 230 pages of exhibits and 150 pages in the record . . . To use emergency board procedure in this fashion seems to us to defeat its purpose . . . It is a mistake to call upon a board such as this, as part of an 'emergency' procedure, to spend its time trying to unravel a tangle of wrapping string. That these parties were not able to accomplish, by negotiation, even this little kitchen job is cause for real concern.

"In our judgment this kind of failure has, so far as collective bargaining is concerned, malignant possibilities. We do not want to labor the point. We should be derelict, however, if we did not give warning of what we consider a bad washout on the track ahead. We repeat that the weakening of collective bargaining, reflected in the form in which this conversion issue came to us, was manifest as well in too many of the other issues in this case. We urge upon the parties that they start revitalizing the cooperative element in their relationship by working out satisfactory settlements of those issues which cannot possibly be disposed of properly here."

Wage Issue Gets Brief Handling

The board spent little time disposing of the wage issue which involved the unions' demand for a 30 per cent increase with a minimum raise of \$3 per "basic" day. The recommended 15½ cents per hour is the equivalent of \$1.24 per "basic" day. The board's discussion set out briefly the history of that phase of the controversy, and of the arbitration award to non-operating employees and the settlement with the other two operating unions.

The unsettled wage demands of the three hold-out unions, it said, comprised "but the remainder of the 1947 joint wage movement by the five operating organizations." Thus it rejected suggestions made at the hearings that some consideration should be given to rises in the cost of living since September, 1947. "This board," the report continued, "cannot undertake

CARRIERS ACCEPT BOARD'S RECOMMENDATIONS

The three regional carriers' conference committees on March 29 jointly advised the President and the chiefs of the engineers', firemen's and switchmen's brotherhoods that they would accept the recommendations made by the emergency board two days earlier. Carrier spokesmen said that while they deplored so large an additional cost burden—estimated at approximately \$80,000,000 annually—they felt acceptance of the recommendations was in the public interest and in accord with the spirit and intent of the Railway Labor Act.

The carriers advised the brotherhoods that they would meet with them at their convenience to make effective the 15½-cent hourly wage increase and the recommendations on rule changes. It is understood that the union heads will meet in Cleveland, Ohio, on April 5 to decide whether they should concur with the emergency board's fact-findings and arrange a meeting with the carriers, or whether they should strike when the 30-day "cooling-off" period terminates April 26.

consideration of anything like a third round of wage increases. The 1947 joint wage movement represents the second round of wage demands since the end of the war, and we must confine ourselves to considering the request of the relatively small number of employees here involved as the culmination of the 1947 joint wage movement."

The rules issues before the board were set out in the *Railway Age* of February 14, page 51. Dealing with proposals of the unions, the board considered first those relating to freight and yard service. The proposal as to basic daily rates for engineers and firemen (helpers) in freight service was that the minimum in all classes of service paying freight rates be the rates applicable to locomotives weighing 250,000 lb. on drivers. This would eliminate the first six steps in the present table of basic daily wage rates, making one rate for engineers and another for firemen on all locomotives weighing less than 300,000 lb. on drivers. Increases in these minimum rates would be in addition to the general increase (the recommended \$1.24 per "basic" day).

The board refused to go all the way, but it did recommend "that the minimum rates for engineers and firemen (helpers) used in all classes of service paying freight rates should be the rates presently applicable (plus \$1.24) to locomotives weighing 100,000 lb. and less than 140,000 lb. on drivers; and that the rates for service on locomotives weighing 140,000 lb. and less than 170,000 lb. on drivers should be the same as those presently applicable (plus \$1.24) to locomotives weighing 170,000 lb. and less than 200,000 lb. on drivers."

As to minimum basic daily rates for engineers and firemen in yard service, the unions demanded application of local freight rates, as those rates would be modified by the proposal to fix the minimum at the rate applicable to locomotives weighing 250,000 lb. on drivers. Here again the board refused to go all the way, but it recommended the rates for through freight service be applied to yard service. The recommendation read as follows: "That the table of rates presently in effect for through freight service (plus \$1.24 and with the modifications in rules recommended above) should be applicable to engineers and firemen (helpers) in yard service, except that the rate for firemen (helpers) in yard service on locomotives weighing less than 140,000 lb. on drivers should be \$9.25 (plus \$1.24); provided, however, that the existing differentials between the rates for firemen on steam locomotives and helpers on Diesel-electric and electric locomotives in yard service should be maintained."

With respect to minimum rates for hostlers, the board recommended that they be adjusted in line with the foregoing, i.e., that the minimum daily rate for inside hostlers be increased from \$9.08 to \$9.25, and that the rate for outside hostlers be raised from \$9.76 to \$9.93, thus preserving the present 68-cent differential over the inside-hostler rate. The minimum rate for hostler helpers would go up from \$8.47 to \$8.64 in conformity with the plan of maintaining present differentials. "These rates will, of course, be subject to the general increase of \$1.24 per day," the board pointed out.

The unions' demand with respect to yard switch-tenders was that they be paid the yard brakemen's

rate, which would boost them from \$8.47 to \$10.22. The board recommended only a 20-cent increase, from \$8.47 to \$8.67, to which the \$1.24 general increase would apply. The unions proposed that the yard conductors' differential over the rate for yard trainmen be not less than \$1.50 per day. The present minimum differential is 85 cents, as recommended by a 1946 emergency board; and the present board would leave it there.

With respect to short turn-around passenger runs, the unions proposed that overtime be paid for all time on duty, or held for duty, in excess of six hours within eight consecutive hours. In effect, this would substitute a six-within-eight rule for the present eight-within-ten rule. The board recommended that the latter be changed to an eight-within-nine rule, and that other passenger-service-overtime proposals of both parties be withdrawn.

More for Motormen

As to the demand for additional pay for engineers or motormen for each additional motorized unit operated in multiple-unit passenger service, the board recommended that the basic daily rate of such engineers and motormen be increased from \$10.02 to \$10.28, the daily guarantee remaining at \$10.93. Here again the adjustment would be in addition to the general increase of \$1.24 per day. "The effect of this recommendation," the report said, "is to establish a rate which is higher than that sought by the organizations in so far as consists which include either one, two or three motorized units are concerned. It is, however, lower than the rate sought for consists with five or more such units."

The change proposed by the unions in regard to overtime in yard and hostler service called for time-and-one-half payments to extra men used on a second tour of duty in a 24-hour period. Regular men on such assignments now get time-and-one-half, but extra men get straight time. The board recommended that the proposed rule be adopted with a modification which would stipulate that straight-time rates would apply if the second tour of duty for extra men started 22½ to 24 hours from the starting time of their first shift.

The board rejected the greater part of the unions' demand for minimum guarantees in passenger, freight and yard service; but it did recommend that engineers who are used in other service than their assignment or their turns, because of the operation of schedule rules, "shall be paid not less than they would have earned on their assignments or if they had followed their turns." With respect to the demand for pay for terminal delays, the board recommended that initial-terminal delays beyond specified periods in passenger service be paid for in addition to the mileage pay on the runs involved. The recommendation reads:

"That initial terminal delay should be paid on a minute basis to engineers and firemen (helpers) in passenger service after one hour unpaid time has elapsed from the time of reporting up to the time that the train leaves the terminal, at pro rata rates according to the class of engine used in addition to the full mileage, except to the extent that terminal delay time is offset by overtime; but that the proposal be withdrawn so far as freight service is concerned."

The recommendation as to pay for final terminal delay was: "That the employees' proposed rule covering final terminal delay should be adopted by the parties with a proviso that pay for delay should begin only after 30 minutes of unpaid time have elapsed."

Away-from-Home Time

With respect to pay for time an engineman is held at an away-from-home terminal, the board recommended that the present rule be modified to eliminate the so-called "run-off" feature, i.e., the provision whereby payments for time spent away from home may be offset or "absorbed" by mileage made on the return trip to the home terminal. The unions had also proposed that the present rule's provision for 16 hours layover time without pay in each 24 hours be changed to a 12-within-20-hours plan.

The so-called "conversion rules" proposed by the unions were dealt with by the board in conjunction with its consideration of management's proposed rules for the handling of freight in passenger service. As noted above, that is where the board took occasion to complain that the parties had brought before it matters which should have been settled by collective bargaining. The recommendation on these matters was that the negotiating committees of the carriers and unions undertake to work out a rule, or remand the subject to the individual properties.

The board further recommended that these suggested negotiations proceed upon the basis of acceptance of the following guides: That a rule be adopted which effects a conversion from through to local freight rates on the basis of a specific number of pick-ups or set-offs at different points; that the rule effect a conversion from through to local freight rates where station switching or switching at any other point is done in excess of what is agreed upon as representing the amount of such switching which is normal in through freight service; that the rule should effect a conversion from passenger or through freight rates to local freight rates for engine crews when any member of these crews is required to load or unload l.c.l. freight in any substantial amount (to be agreed upon) or where the time consumed in stops for the loading and unloading of l.c.l. freight by other than engine crew members exceeds a certain aggregate time limit (to be agreed upon); that the rule effect a conversion from passenger or through freight to local freight rates for the loading or unloading of company material by engine crews (or by other than engine crew members where running time is involved) in conformity with the rule covering the handling of l.c.l. freight but with due recognition being given the operating necessities of the carrier companies; that the rule provide in general that no conversion shall be effected in rates of engine crews except in the cases specifically covered by the rule and particularly that no conversion shall be effected as a result of certain types of freight or company material being carried on the train where such freight or material is not loaded or unloaded during a particular crew's run.

What Unions Were Told to Drop

As to the remaining union proposals for rules changes, the board recommended that they be withdrawn or left to collective bargaining. They related

to standardized wage rates throughout the country; nightwork pay differentials; premium rates for Sunday and holiday work; pay for deadheading at the rate applicable in the service deadheaded to or from; the designation of points for going on and off duty; the proposal that all pilots be engineers; eating and sleeping accommodations; flagging and throwing switches by enginemen; the proposal that enginemen and yardmen be paid for time spent in having their watches inspected and that carriers assume the cost of cleaning and repairing watches to meet their requirements. On the matter of a "saving clause," the board recommended that any uniform agreement reached by the parties should contain such a clause to preserve any individual-road differentials or agreements considered more favorable than the general pact.

The board opened its discussion of the carrier proposals with a reference to the refusal of the union representatives to offer evidence on any of them except one—that relating to the time limit on claims. The board called this union position "unwarranted and unfortunate," and proceeded to say that it had nevertheless given "full consideration" to each of the carriers' proposals. It went on to point out that those proposals as they related to passenger-service overtime and handling freight in passenger service had been disposed of in the recommendations covering union proposals as to the same matters.

The concession which the board would give management on the matter of the starting time for yard crews is contained in a recommendation which said the parties "should negotiate and agree upon a rule which would permit the starting of extra crews and those which do not work in continuous service on schedules required to meet operating necessities, but which rule should recognize the justification for reasonable regularity in such starting times and the necessity of settling this issue by collective bargaining rather than unilaterally." The carriers stated that under the present rule extra crews might be started only during one of the three 90-minute periods established for crews working in continuous service, except in the event of accident or storm. They contended that this precludes maximum utilization of yard locomotives and promotes inefficiency and waste.

Time Limit on Claims

The board's recommendation for a time limit on claims is as follows: (1) That claims arising on and after May 1, 1948, be barred unless made in writing within 60 days; (2) that claims which arose prior to May 1, 1948, be barred unless made in writing on or before November 1, 1948; that claims not disallowed within 6 months after presentation shall be paid unless conference is had thereon in which event the 6 months' period shall be extended for 60 days; that a time slip shall be filed covering service performed in connection with each claim; that the time-limit rule shall not apply to leniency cases. With these stipulations, the board approved the carrier proposal which also set out procedures for the processing of the claims.

Carrier proposals with respect to the performance of switching service by road crews suggested that the rules should recognize the rights of management to establish and eliminate yard and engine service and to designate switching limits. The board recommended

that these proposals be remanded for further consideration by the parties. Another matter on which the board suggested "joint consideration by the parties" was the carrier proposal to recognize management's right to establish inter-divisional runs.

The board made no recommendation on the carriers' proposal to place limitations on payments for time lost. The proposal was that where payments are made for time lost, any earnings made in other employment during the time out of service shall be deducted from the amount due. The report said there was "no question" in the mind of the board that "the broad equities require an offset of earnings during the period of lay-off." It added, however, that "this whole issue is thrown into doubt by the serious question which has been raised as to the legal authority of the (National Railroad) Adjustment Board to 'consider matters outside the property' in computing damages where an employee is wrongfully held out of service."

The board cited Award No. 11670, dated September 18, 1947, by Referee Thomas F. Gallagher, who, it said, "directed attention to the limitations imposed by the Railway Labor Act upon the scope of the Adjustment Board's inquiry, its functions and jurisdiction." The report added that Referee Gallagher had supported his determination with a quotation from the January 22, 1941, report of the attorney general's Committee on Administrative Procedure. The present board, the report continued, "is in no position to pass upon an issue involving a question arising under the law from which the Adjustment Board derives its authority"; and thus it "cannot make any recommendations."

As to the remaining carrier proposals, the board recommended that they be withdrawn. They related to the use of trainmen and yardmen to couple and uncouple air hose and release air brakes; proposals that train and engine service employees should have no claim to man work-service equipment, such as inspection motor cars and self-propelled roadway and shop equipment and machines; the proposed rule to stipulate that the use of train-service employees for flagging in connection with maintenance of way and construction work shall be within the discretion of management; and the proposed limitation on so-called run-around payments.

To Defend America Abroad

(Continued from page 46)

Management which is alert to its responsibility and its opportunity just cannot fail to see that intensified application of methods which promote greater human understanding and cooperation is industry's most important job today.

To get people to cooperate—the first requirement is that their purposes be honest and not predatory. Once that requirement is met, the next job is to give the different groups which must work together the information without which they cannot cooperate even if they want to. A third requisite is that persons in positions of leadership give an example of adherence

to the principles in which they profess to believe—not asking those in subordinate positions to make sacrifices of immediate self-interest in loyalty to principle which those in positions of authority are unwilling to make, first.

The danger our country faces is doubtless very great. The railroad industry is deeply involved, but not more so than practically all other large-scale enterprise. Effective means of coping with the danger are, however, quite evident and are within reach of every American. The Spanish philosopher Ortega twenty years ago remarked that "today it has become necessary to stir up an exaggerated sense of responsibility in those capable of feeling it." The passage of two decades has not diminished the timeliness of that warning.

Apprenticeship Training

(Continued from page 40)

The care with which apprentices are selected today is stressed by F. K. Mitchell, general superintendent, motive power and rolling stock, New York Central, in an article which appeared in a previous issue of *Railway Age*. "These boys we must have", Mr. Mitchell says, "are not the run-of-mine kind. They will have to be above the average in all respects. We are expecting to develop them, not just into ordinary mechanics but into engineering mechanics.... These same boys are going to have to be the ones to pick up a thorough working knowledge of the many new devices which will come into use during their lifetime—electronics, the gas turbine, jet propulsion and perhaps even the atomic engine."

During their training apprentices are examined before each period of advancement. Tests are given not only on their manipulative skills but on their classroom studies. A careful record is kept currently of the progress of each apprentice in his work on the job and in the school. This record is maintained by the apprentice instructor in cooperation with the local apprenticeship committee. Periodic reports based on these records are furnished by the local committees to the general committee.

Committee Functions

In addition to the duties mentioned, the general apprenticeship committee of each railroad system determines policies on all matters related to the apprenticeship system. Included among its duties are the determination of rules and regulations in administering the program; registering memoranda with respect to apprenticeship agreements; preparing reports on the progress of apprenticeship activities, and transmitting copies of the reports to the Federal Committee on Apprenticeship.

The chairman and secretary of the general apprenticeship committee of the New York Central are respectively T. J. Lyon, superintendent of equipment Lines East, and J. Reiber, who is also secretary of System Federation No. 103. The other members of the committee are I. W. Martin, assistant to the general

superintendent of motive power, J. A. Brossart, assistant to the general superintendent of rolling stock; F. MacPhillamy, superintendent of power, Grand Central Terminal; O. M. Beck, secretary of System Federation No. 54; L. J. Wiegand and J. J. Fitzgerald, presidents respectively of System Federations Nos. 54 and 103. Serving as consultants to the committee are James A. Morrison, field representative, Bureau of Apprenticeship, and E. M. Claude, U. S. Office of Education.

The members of the Union Pacific general apprenticeship committee are F. J. Hason, chairman, engineer locomotive and car maintenance; F. W. Burke, secretary, president of System Federation No. 105, I. A. of M.; L. J. Schnavely, mechanical inspector; E. E. Murphy, general electrical and A. C. inspector; L. R. Seeley, asst. general boiler inspector; R. J. McGan, general chairman, International Brotherhood of Electrical Workers; J. W. Kaiser, general chairman, Brotherhood of Railway Carmen of America; F. F. Rauber, general chairman, International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America. Consultant members of the committee are James G. Russell, field representative, Bureau of Apprenticeship, and N. B. Giles, U. S. Office of Education.

The provisions of both apprenticeship systems, which are set forth in writing, are approved and signed by officers of the railroads and railway unions, as well as by William F. Patterson, director, Bureau of Apprenticeship, who also represents the Federal Committee on Apprenticeship. The signatures affixed to the New York Central program are L. W. Horning, vice-president in charge of personnel; F. F. Riefel, vice-president and terminal manager; and the above named presidents of the two system federations. The Union Pacific program is signed by John Gogerty, general superintendent of motive power and machinery; and by the following labor representatives: F. W. Burke, Roy J. McGan, J. W. Kaiser and Floyd F. Rauber, George F. Barna, International Brotherhood of Blacksmiths, and William T. Ziesel, Sheet Metal Workers International Union.

Success of Programs

Among the apprentices employed in the shops of the New York Central and Union Pacific systems since the first part of 1946, only about 2 per cent of their number have left the companies. The few who have left have done so, in most instances, because they or their families found it necessary to move to some other part of the country. While some of them entered a different trade, they were the exception. The majority of those leaving quit during the first year of their training.

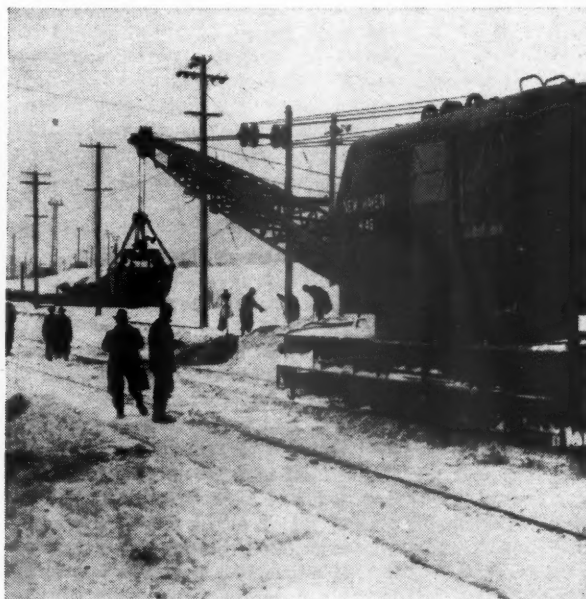
This extraordinary record of continuous employment has been due largely to the thoroughness in the selection of apprentices, the enthusiasm with which those employed are inspired during their training, and the opportunities in the offing after reaching the status of full fledged craftsmanship. The background of practical and theoretical experience acquired through apprenticeship is a steppingstone toward a worthwhile career in which they will receive a substantial wage and reasonable security even during periods of economic depression.

That the apprenticeship systems in operation in the New York Central and Union Pacific shops have proved to be outstandingly successful is beyond question. These companies, which have been leaders in the revitalization of apprenticeship in the industry, are setting an example for the other railroad systems. Officers of both companies are enthusiastic in their appraisal of the program.

With regard to the program of the New York Central, L. W. Horning, vice-president, has this to say: "Through the program now in operation the New York Central has unified, formalized and brought under centralized control the apprentice training methods and procedures in the maintenance shops throughout the system. In the modern shop, the training of apprentices must keep pace in every particular with engineering advancement. The modernized unified program of apprenticeship established on our entire system is designed to assure us of that objective."

"The New York Central System has always been an enthusiastic advocate of apprenticeship. Its first apprenticeship program was established in 1872. Teaching young men to work intelligently with their hands as well as their heads will fulfill a great need of modern industry and will greatly benefit those in training."

In appraising the Union Pacific program, vice-president P. J. Lynch states: "The Union Pacific has a background of three-quarters of a century of experience in apprentice training and has always been on the alert for improvements in this all-important undertaking. The plan of apprenticeship now in operation is modernized in every respect. The comprehensive, well organized program is proving to be outstandingly successful. The establishment of the general apprenticeship committee with the cooperating local committees, shop and classroom instructors, assures us of uniformity and coordination of procedure and administration never before possible. Added to that is the joint participation of management and labor which is an important factor in the success of the plan."



This New York, New Haven & Hartford derrick is used to remove snow and ice when not working on derailed cars and locomotives

GENERAL NEWS

Suggests Why Loadings Are Below 1947 Level

Kendall blames weather and break in commodity prices

Speculating as to why this year's freight-car loadings have thus far remained below the 1947 level, Chairman Warren C. Kendall of the Car Service Division, Association of American Railroads, has suggested that some part of the drop was due to weather conditions during January and February and the break in commodity prices. Mr. Kendall's comment was made in his latest monthly review of the "National Transportation Situation."

"For the first 11 weeks of 1948," he said, "the revenue car loadings showed a decrease of 4 per cent under the corresponding period of 1947. The national forecast of the Shippers' Advisory Boards for the first quarter (13 weeks) estimated an increased loading of 3.5 per cent in carload traffic. Some part of this loss in loading compared to 1947 is due to the extreme winter weather which affected the New England and New York area over a sustained period in January and February."

Effect of Grain Price Drop—"Probably more of the loss, however, is due to unforeseen failure of certain traffic to move during this period. For example, the reduction in carload traffic has been for the first 11 weeks 241,202 carloads under 1947. Of this 139,562 represented loss in grain and grain products, 52,265 forest products, and 47,646 livestock. There is a large volume of grain available to move and undoubtedly the break in commodity prices affected the movement of that traffic. It will be (noted) that the carloadings of manufactured articles have not dropped off compared to the corresponding period of last year up to this time."

Meanwhile, Mr. Kendall had given first place in his review to the effect on loadings of the coal miners' strike which had got under way March 15. "This work stoppage," he said, "means in and of itself a drop of 20 to 25 per cent in total railroad carloadings"; and, if it is prolonged, "the reduction will be even greater due to the closing down of industries dependent on coal or fuel produced from coal for their operation." Noting that the 1948 revenue coal loadings as of March 6 were only about 25,500 cars below those of the comparable 1947 period, the C.S.D. chairman said they "would have caught up to the 1947 figure by the end of

March were it not for the interruption of production."

Commenting on the "renewed program for Car Service Rules enforcement," Mr. Kendall said that, despite unfavorable weather, "some progress" was made during February in building up the supply of cars on owners' rails. He again called attention to the chart prepared by C.S.D. to aid shippers in selecting cars for loading in accordance with the rules. Supplies of the chart may be obtained from C.S.D.'s district managers or from its Washington, D. C., headquarters. "To the extent that home cars on line can be increased, there will be accomplished a general upgrading of cars available for shippers," Mr. Kendall said.

New Car Production—Later on he reviewed the February production of new freight cars, noting that it was slightly behind the total reached in January, reasons given being unfavorable operating conditions, particularly the weather. He put the February total of freight cars installed by all railroads and all car lines at 8,463, including 7,278 installed by Class I roads and railroad owned and controlled refrigerator car lines. "Thus," Mr. Kendall continued, "the production was still considerably below the desired goal of 10,000 cars." At the same time, however, he pointed out that February was the fourth consecutive month in which production of new cars exceeded retirements.

The net gain for the month was 3,122 cars, making a total gain of 13,156 cars for the four months. This reflects net additions of 6,674 box cars, 8,709 hoppers and 234 refrigerator cars, and a net loss of 1,713 gondola cars.

Pointing out that the backlog of freight-car orders is being maintained at the equivalent of a year's production at the 10,000-car monthly rate, the C.S.D. chairman also called attention to the fact that 1,596 locomotives were on order as of the end of February. This order situation, he suggested, is "continued convincing evidence of the desire of the railroads to equip themselves to properly serve their patrons as rapidly as conditions will permit."

Mr. Kendall's usual review of equipment conditions by types of cars included further references to the effect of the coal strike on loadings of open tops. Prior to the walkout, he said, the loadings of hopper cars, including commodities other than coal, had been showing a slight increase over last year. With respect to gondola cars, he reported that the shortage is "general"; and it may necessitate the postponement until

next year of part of present construction programs, "particularly in road building."

There has been "little change" in the flat car situation, Mr. Kendall said, adding that demands are still "heavy" in the Central Western area to which it has been necessary to move a "considerable number" of flats from the South and Southwest to protect the movement of agricultural implements. As to covered hoppers, practically all of those loaned out by owning railroads during the winter months have been recalled to meet "increasing demands for certain shipments" on construction programs.

The demand for box cars "continues heavy with stringencies, particularly for high grade cars, reported in various sections of the country." Meanwhile, however, the supply of auto device and parts cars was described by Mr. Kendall as being "sufficient to satisfactorily protect current requirements." And the supply of stock cars "is more than ample to meet requirements." Increased loadings in recent weeks have kept the supply of refrigerator cars "tight in all the heavy producing areas, particularly in the northern regions where extreme cold weather and snow have hampered car movements, de-icing and loading operations." When Mr. Kendall prepared his review, reefer shortages were reported in Idaho, Washington, Wisconsin, Minnesota, North Dakota and Iowa.

The average turn-around time for all freight cars in February was slightly more favorable than in January—15.27 days as compared with 15.53 days. The freight-car-detention figures indicated that 16.02 per cent of the cars placed in February were detained beyond the 48-hours free time. This compared with 16.42 per cent for the previous month and for February, 1947. For the first two months of 1948 the percentage of detention was 16.54 as compared with 17.29 for the same period last year.

Susquehanna Commuters Now Obtain Tickets through Mail

Commuters using the New York, Susquehanna & Western may now obtain and pay for their commutation tickets by mail, it has been announced by J. C. Allen, general passenger agent. This service is available to users of 14-, 46- and 60-trip tickets. Commuters desiring to use this service were requested to specify the points between which a ticket is to read and the number of rides desired and include checks covering the prices of the tickets.

Would Leave F.E.C. In Hands of A.C.L.*

**Commission, in 6-to-5 decision,
affirms April, 1947, findings**

Making a fourth supplemental report with respect to the plan of reorganization for the Florida East Coast, the Interstate Commerce Commission, in a 6-to-5 decision (has affirmed its modified findings of April 8, 1947, at which time it approved a plan to permit that road's merger or consolidation with the Atlantic Coast Line. The commission's latest action in the Finance Docket No. 13170 proceeding, in which Commissioner Johnson, director of the Office of Defense Transportation, participated, was embodied in a March 25 report and order, which denied, upon further hearing, petitions for the modification of the F.E.C. plan under section 77 of the Bankruptcy Act. The dissenting opinion was written by Commissioner Mahaffie, who was joined in his expression by Chairman Lee and Commissioners Miller, Splawn and Mitchell.

As reported in *Railway Age* of May 24, 1947, page 1072, the commission's third supplemental report (dated April 8, 1947, but made public May 20) was a reversal of an earlier finding in which control of the F.E.C. would have rested in the St. Joe Paper Company, which is controlled by the Alfred I. duPont estate. Such a finding had been recommended in a proposed report submitted by Examiner R. H. Jewell, as noted in *Railway Age* of June 29, 1946. The third supplemental report also included a dissent by Commissioner Mahaffie, who was joined by Commissioners Miller and Splawn. Commissioner Lee, who was not chairman at the time, agreed in part to the dissent, while Commissioners Mitchell and Barnard did not participate in the disposition of the proceedings.

Dissenters Fear Delay—In the concluding remarks to his latest dissent, Commissioner Mahaffie recommended vacation of the April 8, 1947, order and approval of a plan "substantially in accordance" with that recommended by Examiner Jewell. "That would permit the property to be reorganized," he said. "The report now issued is more likely merely to prolong the controversy."

The proceeding was ordered reopened for further hearing by the commission last October, following the receipt of petitions filed by St. Joe, Southern, Seaboard Air Line, Railway Labor Executives' Association, Brotherhood of Railroad Trainmen, New York Trust Company and various security holders and Florida municipal and civic organizations. Replies to the petitions were filed by the A.C.L., a committee for first and refunding mortgage 5 per cent bonds, and Senator Claude Pepper, Democrat of Florida, among others. Both the Seaboard and Southern op-

posed control of the F.E.C. by the A.C.L.

Responding to various contentions raised by opponents to the F.E.C.-A.C.L. merger with respect to the legality of the approved plan, the commission held that the merger meets the requirements of section 77(b) of the Bankruptcy Act, in addition to being fair and equitable and compatible with the public interest.

"Nothing in the statute provides that the transferee corporation referred to in subsection (b) must be a corporation to carry out the plan; or must be a member of the debtor's system; or that the merger must be voluntary; or that there must be a foreclosure sale," it said. "On the other hand, the statute without qualification states that we may approve a plan which provides for the merger or consolidation of the debtor with another corporation, and that the court may confirm that plan, even over the objection of dissenting creditors. We conclude that the legality of the approved merger plan is affirmed by the language of the statute, and that section 77 empowers this commission and the court to execute the approved merger plan."

Provisions Unchanged—The commission also found that the record does not justify revision of the previous estimate of future normal-year income, in the value for reorganization purposes, or maximum permissible capitalization, nor in the finding that the approved merger plan meets the requirement of fair and equitable satisfaction of the claims of the debtor's first and refunding bondholders.

"Under the approved plan," it continued in part, "the debtor's bondholders will have a substantial voting interest in the Coast Line stock. Their interest will amount to 15.38 per cent of all Coast Line stock. This stock ownership will secure to these bondholders a substantial participation in net income earned by the Coast Line in the future. In view of our finding that the Coast Line's future operating prospects are more favorable and bear promise of being more stable than those of the debtor under independent operation, it is our opinion that these bondholders, through their ownership of Coast Line securities to be allocated to them, will have a better opportunity of recouping the losses which they will sustain in the reorganization than if they were to control and manage the debtor's property as an independent carrier without the support of a strong trunk line carrier of proven financial stability. In any event, the securities to be issued under the approved merger plan could be converted into an immediate profit of handsome proportions by the majority bondholder (St. Joe Paper Company), probably the next largest bondholder (Lynch interests) and, in fact, all of the bondholders except those relatively few . . . who purchased their holdings in the solvent days of the railroad."

The commission also asserted that the

requirement that the plan be "fair and equitable" is satisfied if the creditors of the debtor receive Coast Line securities which are the "equitable equivalent" of the securities which they would receive under an independent reorganization of the debtor. At the same time, it added that "this proceeding is a most unusual one in that, contrary to the situation in the ordinary reorganization in bankruptcy, the preponderance of the creditors, instead of suffering losses, will reap substantial profits."

Priority of Creditors—Commissioner Mahaffie, meanwhile, based his dissent on the so-called *Boyd Case*, *Northern Pacific Ry. Co. v. Boyd*, 228 U. S. 482, decided April 28, 1913, in which, he said, the Supreme Court of the United States reaffirmed what is generally known as the strict priority rule. "Under that rule," he said, "a junior creditor or stockholder cannot benefit from assets being administered in bankruptcy proceedings unless all claims having priority are first fully satisfied. That principle has been consistently followed in subsequent decision. I think it applicable here. And that if it be applied the acquisition now sought by the . . . Coast Line cannot be approved."

The A.C.L., as an applicant seeking to acquire the property being reorganized, is, according to Commissioner Mahaffie, certainly in no more favored position than would be the holder of a junior claim or a stockholder. The creditors under the plan now approved receive much less in value than the face of the claims, he said, adding that the majority relies on the theory that the creditors are entitled to receive only the equivalent of the face amount of reorganization securities "as fixed by us, which equivalent may be, and in this instance is, very much less in market value than either the face of the claims or the value of the property for reorganization purposes (\$40,500,000) as found by this commission."

The latter figure, the dissenter wrote, is based on the commission's estimate of normal future earnings and is sometimes described as the "capitalizable value" of the property. "The effect of the finding is that securities of that total amount may properly be issued in the reorganization," he went on. "The report attributes to the Coast Line securities to be paid for the property a value of approximately \$31,000,000. The question presented is whether the persons who normally would be entitled to receive the \$40,500,000 of securities found by us to be properly issuable and the resulting control of the property may be required to give up that control and to accept instead Atlantic Coast Line securities having a value much less than that amount."

The dissenter also noted that the record, in his opinion, supports independent ownership and operation by local people, rather than acquisition by the A.C.L., as being in the public interest. "The representatives of the persons served by the railroad, of those em-

ployed by it or otherwise dependent on it for a livelihood, and of the owners of its securities all have to be disregarded rather completely in order to arrive at the conclusion as to the public interest which the report reaches."

C. McD. Davis president of the A.C. L., was in Washington when the decision was made public. At a press conference he said that he hoped the commission would certify the plan promptly to the court and that the court would act promptly on it.

R.R. Freight Car Program Must Come First—Faricy

In this time of "potential national peril" the program of the railroads for building more freight cars to increase essential carrying capacity "simply must come first" in any proper allocation of scarce materials for civilian use, William T. Faricy, president of the Association of American Railroads, said in Boston, Mass., before a recent meeting of the New England Shippers Advisory Board.

"In the war just closed," he continued, "the railroads were called upon to carry 90 per cent of the war freight and 97 per cent of organized military travel. At the war's end, the railroads found it necessary to retire and dismantle many freight cars which had been kept in service beyond their economic life. At the same time they undertook to replace them, and more than replace them, with new cars. For reasons familiar to every business man, it has not been possible to get new cars built as fast as old cars had to be scrapped, so that today there are 40,000 fewer freight cars in service than there were at war's end."

Recalling the years during the depression when railroads had hundreds of thousands of surplus freight cars, and were frequently "lectured and scolded upon the sin of being overbuilt and the folly of having prepared themselves to handle more traffic than the country would ever see again," Mr. Faricy said: "Suppose we are wrong about the possibility of war and shall have the peace for which the whole world longs? Still all these freight cars which we are trying so hard to get will be needed . . . Our population is growing. That means more people to be fed and clothed and housed, more people to travel, more goods to be shipped. That is the transportation challenge we must meet, whether we have war or whether we have peace."

Three Roads Fined

The Interstate Commerce Commission has been advised that judgment in the amount of \$400 was entered against the Minneapolis, St. Paul & Sault Ste. Marie in the federal district court for Minnesota on March 16. The judgment, according to the commissioner's notice, was the result of a penalty suit brought against that carrier charging it with having violated a commission service

order prohibiting the use of "RS" type refrigerator cars for the transportation of empty beer containers without having first secured permits.

The Interstate Commerce Commission announced March 15 that it has been advised that the trustee of the Chicago, Rock Island & Pacific pleaded guilty on December 8, 1947, to a one-count information charging it with violating the commission's regulations by coupling a locomotive to a freight car placarded "explosives." The notice said that the court imposed a fine of \$200.

The Interstate Commerce Commission has been advised that the Northern Pacific pleaded guilty to an information in two counts charging with having violated the commission's explosives regulations by placing freight cars placarded "explosives" too close to locomotives. According to the commission's notice, a fine of \$200 was imposed upon the carrier in the federal district court at St. Paul, Minn.

F.R.P. Joins Atomic Program

The Federation for Railway Progress has signed an agreement with the University of Chicago whereby the federation will contribute to the cost of the institution's atomic research program, according to William C. MacMillen, Jr., the federation's president, in an address before the Western Society of Engineers in Chicago on March 16. Asserting that "it would be less surprising to discover that atomic power could revolutionize our present concepts of railroading than it was to discover that we could harness atomic energy in the first place," the speaker explained that under its agreement with the University, the federation and its members will establish a fellowship to help pay for the work carried on by the Institute for Nuclear Studies, the Institute of

Metals and the Institute of Radiobiology and Biophysics, where basic research in the commercial use of atomic discoveries is being conducted.

In return for its contribution the federation and its members will receive, said Mr. MacMillen, "exclusive, advance reports on all developments of interest to the railroad industry in the atomic field." The reports, prepared by scientists engaged in the atomic project, will "evaluate the significance of research findings as they affect the railroads."

Now Gets Truck Rights Given "Inadvertently," Then Voided

The Interstate Commerce Commission has recently granted the Santa Fe Trail Transportation Company certain "all-motor" truck-operating rights, which it let that subsidiary of the Atchison, Topeka & Santa Fe have once before, and then revoked the certificate on the basis of a finding that it had been "inadvertently" issued. The dissents of Chairman Lee and Commissioner Rogers were noted, while Commissioner Patterson did not participate in the disposition of the proceeding.

The certificate now reinstated will authorize Trail to conduct operations supplemental to the Santa Fe's rail service in the Silver City, N. M., area, and "to serve, without auxiliary-or-supplement restrictions, Fort Bayard, Fierro, and Hanover, as off-route points and all intermediate points on New Mexico Highway 180 between Silver City and Santa Rita in respect of traffic moving to and from Albuquerque and points on applicant's Denver, Colo.,-El Paso, Tex., route north of Albuquerque."

The protestant against this authority was Tipton Freight Line (now Silver Freight Line), a connecting trucker with which Trail has been interchang-



Robert M. Hutchins, chancellor of the University of Chicago, looks on as William C. MacMillen, Jr., signs the atomic research agreement

ing the all-motor traffic at Silver City. That interchange, as described by the commission, involved rebilling, reloading and back-hauling; and the shipments were often further delayed because of the failure of the trucks to make connections. These conditions were found to comprise "unusual circumstances" which warranted a departure from the commission's basic policy of not authorizing railroad affiliates to conduct unrestricted all-motor services.

"The public," the report said, "is entitled to adequate motor service though not necessarily a single-line motor service when a reasonably adequate interline service is available. Here, however, we have an interline service that has not been satisfactory to the public. . . . We are convinced that the arrival of applicant's vehicles at Silver City after the departure of Tipton's local delivery trucks is not due to design but to unfavorable operating conditions encountered by applicant east of Silver City. Why the local delivery trucks could not leave Silver City at a later time and thus improve present interline service is not explained. However, this is a situation beyond the control of applicant and for which it and the public should not be penalized. Tipton's participation in long-haul traffic from, for example, Denver, is confined to less than 12 miles out of a total haul of some 728 miles. Moreover, we do not believe that applicant should be required to interchange relatively long-haul all-motor traffic with Tipton for the extremely short hauls in the Silver City area with consequent delays occasioned thereby."

The proceeding was docketed as No. MC-30665 (Sub-N. 47), and it has been the subject of four reports prior to the full commission's present report on reconsideration. Trail's original application sought rights on two other New Mexico routes as well as those on the Silver-City-Santa Rita route here involved. This was denied in a March, 1945, report by the commission's Division 5. Then came a further hearing at which Trail amended its application to confine it to the Silver City-Santa Rita route; and out of which came a favorable joint board report and recommended order.

The latter was not stayed by the commission, no exceptions having been filed within the time specified; and the commission served interested parties with a May 14, 1946, notice that the order recommended in the joint board's favorable report had become effective May 3, 1946. Thereafter, however, the commission extended until June 30, 1946, the time for filing petitions for reconsideration, and Tipton filed such a petition on the deadline day. That petition was granted and the resultant reconsideration brought forth simultaneously two more reports by Division 5—one revoking the certificate which it found had been "inadvertently" issued, and the other finding that public con-

venience and necessity did not require the operations proposed by Trail (see *Railway Age* of March 1, 1947, page 475.)

General Railway Signal Net Income \$583,182 Last Year

Net income of the General Railway Signal Company last year totaled \$583,182, equal, after preferred dividends, to \$1.40 a share on 331,051 common shares, according to the recently released annual report. Net income in 1946 amounted to \$194,644, equal to 23 cents a share. Paul Renshaw, president, in a letter to the stockholders dated February 17, said that with the recently improved flow of raw materials the backlog of unfilled orders, many of long standing, has been reduced to a more normal figure. "There are sufficient orders on hand," he added, "to operate at capacity for the first half of the year and beyond, if railway purchases are not curtailed."

W. R. Eastman Elected To Controllers Group

William R. Eastman, controller of the Wabash since October, 1945, has been elected to membership in the Controllers Institute of America. The institute, founded in 1931, includes in its membership executives of 3,022 American companies in every branch of industry.

Burlington Introduces New R.P.O. Car to Public

A new streamlined stainless steel railway post office car, embodying the latest improvements in design and facilities recently worked out by a joint committee of representatives of the railroads and the Post Office Department, was introduced to the public and to postal personnel on March 25 at Chicago. The new car—recently turned out by the Budd Company, Philadelphia, Pa.—provides, according to one of the postal officials present, "the finest working conditions in history."

This latest in R. P. O. cars was exhibited at Chicago's Union Station alongside the replica of the first car in the country designed to permit the

sorting of mail en route, which was placed in service on the Hannibal & St. Joseph (now part of the Burlington) in 1862.

The railroad entertained at luncheon a number of representatives of the railway mail service. Among those who commented informally were Paul Aiken, second assistant postmaster-general, and his deputy, John D. Hardy. The latter noted that 100 R. P. O. cars embodying the new specifications are in operation or in the course of construction.

National of Mexico Plans New Union Station in Mexico City

The National of Mexico will build a new union station in Mexico City, with work scheduled to begin this year, according to *Foreign Commerce Weekly*, a publication of the United States Department of Commerce. Plans call for the installation of modern facilities for the expeditious handling of a large volume of passenger, mail, baggage and express traffic. Although it is reported the contract for the construction of these facilities probably will be awarded to Mexican firms, the project will afford numerous opportunities for supplying materials and equipment required in such a structure. Interested American firms are invited to contact the Ferrocarriles Nacionales de Mexico, Edificio Bolivar, Calle Bolivar 19, Mexico, D.F., Mexico.

Strike Halts Chicago North Shore & Milwaukee Service

A walkout of about 60 per cent of the employees of the Chicago North Shore & Milwaukee on March 28 brought all passenger and freight operations over the 138-mi. electric line to a standstill. Some 72,000 passengers, mostly commuters, normally use the service daily.

The work stoppage is the result of two separate strikes. The Amalgamated Association of Street, Electric & Motor Coach Employees of America, representing 475 maintenance-of-equipment employees and motor-coach operators, had sought a 20-cent hourly wage increase and changes in 6 working rules. A Presidential emergency board on February 14 recommended a 15½-cent



The Burlington introduced this new railway post office car, manufactured by the Budd Company, to the public and to post office personnel with an exhibition and lunch on March 25. The car is 85 ft. long and of stainless steel construction

hourly wage increase, retroactive to September 1, 1947, and action favorable to the union on 5 of the 6 rule changes (see *Railroad Age* of March 13, page 53).

The second striking group is made up of about 300 clerks, towermen, ticket agents and dining-car employees who seek a 15½-cent hourly wage increase, which amount was recommended by an emergency board on January 28, 1948. These employees are represented by the Brotherhood of Railway & Steamship Clerks, the Order of Railroad Telegraphers, and the Hotel & Restaurant Employees' International Alliance & Bartenders' International League of America.

The North Shore has rejected the boards' recommendations in both instances, asserting its inability to meet the increased payroll out of railway operating revenues. More than 80 per cent of the road's revenues are derived from passenger traffic, and although operations for 1947 produced a net loss of \$95,971, the Illinois Commerce Commission has been dilatory in the authorization of fare increases sought by the company. Since November 1, an interim increase of 10 per cent has been allowed on commutation tickets, pending completion of hearings on a request nearly a year old for increases averaging 20 per cent.

The Office of Defense Transportation has authorized the Chicago & North Western to restore 14 weekday steam trains—discontinued in compliance with Order No. 69—on its line closely paralleling the North Shore between Chicago and Milwaukee, Wis., to afford additional service to the area affected by the strike.

M.P. Drops Air Service Plans

Because the Civil Aeronautics Board has denied two applications of the Missouri Pacific for authority to operate pick-up and delivery air service in its own territory, that road has asked the federal court at St. Louis, Mo., for permission to terminate Eagle Air Lines, a proposed air subsidiary. It is understood that the M. P. made no purchases of equipment for the planned service. The board's action, the road states, is "no doubt in keeping with its past policy of not granting operating permits to surface transportation carriers."

Benefit Payments Drop Slightly

In January, for the first time in more than a year, the amount of retirement and death benefit payments made to railroad workers and to the beneficiaries of railroad employees declined from the previous month—from \$19,365,000 during December to \$18,850,000—according to the March issue of the Railroad Retirement Board's "Monthly Review."

Unemployment claims, however, increased about 10 per cent during the

month, and the number and amount of unemployment benefit payments rose approximately 14 per cent. Severe weather conditions, it was stated, were largely responsible for the unemployment increase. The "Review" also revealed a 13 per cent boost in reported illnesses.

Commenting on a study of the effect of the 1946 amendments upon the 42,542 retirement annuities awarded in 1947, the board stated that 14,745 disability annuities, or 35 per cent of the total number of annuities awarded, "could not have been made under the old law and 8,698, or 21 per cent of the total, would have been made in smaller amounts." The number of annuities awarded in 1947 was 53 per cent greater than in 1946.

Conclude Hearings on Sale Of Federal Barge Lines

The House committee on interstate and foreign commerce has concluded hearings on proposed legislation providing for the disposal of the transportation facilities of the Federal Barge Lines, operated by the government-owned Inland Waterways Corporation. Presentations made at the closing sessions were those of H. E. Parker, president of the Warrior & Gulf Navigation Co., a subsidiary of the United States Steel Corporation, T. P. Brent, president of the Mississippi Shipping Company, and Harry Trustin, city commissioner of Omaha, Nebr. Railroad presentations were among those made at earlier sessions, as reported in the *Railway Age* of March 6, page 59.

Mr. Brent, a former federal manager of the government-owned barge line, urged sale of the F.B.L. properties on a credit basis, adding that "when you ask for all cash, you won't find anybody who will pay it." According to Mr. Brent, approximately 95 of the 200 barges and about seven of the 20 tow boats owned by the government line are salable. He also stated that Missouri-river interests are "unduly alarmed" by fears that sale of the line would hinder development of that river channel for navigation. At the same time, he said that employee morale on the F.B.L. was low, adding that "you can't build up an organization under civil service." The personnel and properties of the F.B.L., he said, are "getting gray-headed . . . and stale."

Mr. Parker further identified himself as vice-president and general manager of the Warrior River Terminal Co., I.W.C.'s railroad subsidiary which provides the connecting link between the Warrior river, and the Birmingham, Ala., industrial district. He also is president of the Birmingham Southern, a subsidiary of United States Steel, which operates a terminal line serving steel plants and other industries in the Birmingham district, over which the Warrior River Terminal connects with trunk lines at Ensley, Ala.

According to Mr. Parker, the I.W.C.,

because it is not a "going" concern, should not continue as a government enterprise. "I don't see why the taxpayers should support a losing concern for the benefit of the individual sections," he declared. "If it's performing service for individuals, why shouldn't those individuals pay for it, instead of the taxpayers?" He also asserted that the existing law makes it impossible to sell the I.W.C. properties "even if it were an attractive investment."

Mr. Trustin described past and potential river terminal and dock developments in Omaha, which he said involved expenditures of about \$250,000 of municipal funds, and told the committee that the F.B.L. should be permitted to continue operations on the Missouri until such time as privately owned barge lines would guarantee to provide the service now offered. Industrial development of the west, he contended, has increased with the institution of the barge-line service.

In this connection Representative W. C. Ploeser, Republican of Missouri, and chairman of the House Small Business Committee, has announced that he intends to do "everything" within his power to see that whatever disposition is made of F.B.L., there will be guarantees for the continued service and development on the Missouri. Mr. Ploeser's views, made public in Washington, D. C., on March 29, were set out in an open letter to the Kansas City, Mo., Star and the Omaha, Nebr., World Herald.

Hearing Set on Time Bills

Public hearing will be held April 13 by a Senate interstate commerce subcommittee on proposed amendments to the standard-time law which are embodied in pending bills introduced by the subcommittee's chairman, Senator Reed, Republican of Kansas and Senator Overton, Democrat of Louisiana. Senator Reed said that his bill, S.2226, was introduced at the request of the Interstate Commerce Commission which has been recommending in its annual reports for several years that Congress amend the time act so as fully to occupy the legislative field respecting standards of time to be observed throughout the country.

The Reed bill would provide that the standard time of the zones created by the commission would be the "standard measure of time for all purposes."

Reservation Recorder Installed In Grand Central

A rotary reservation recorder which permits clerks to see unreserved train space at a glance was placed in operation on March 25 by the New York Central at its metropolitan-area centralized reservation bureau in Grand Central Terminal, New York. If it proves as successful as anticipated, its use will be extended to other cities, E. E. Pierce, general passenger agent, an-

nounced and five more units will be installed at Grand Central.

The new recorder, designed by the Wassell Organization, Inc., of Westport, Conn., seats eight reservation clerks and will be used to control all Pullman sleeping car space for the "Twentieth Century Limited," the "Commodore Vanderbilt," the "Advance Commodore" and the "Water Level Limited" from New York to Chicago and for six sleeping cars of these daily trains returning from Chicago.

The recording table has three revolving drums, each carrying 28 separate panels. Each of the panels represents a train and is blocked out for the number of cars in the train. Round holes are provided in each car block for every reserved accommodation in the car. When the sale of space begins a peg is in place in each hole in every panel. The types of space are indicated by different colored pegs and as each unit is sold its peg is withdrawn by the clerk, who writes the name of the reserver on a diagram card filed adjacent to the panel. The panels provide immediate visual knowledge of reservations for the ensuing 28 days, the period in which reservations are most active. Reservations for the following 28 days are made on diagram cards filed next to the panel. Diagram cards to record reservations after 56 days — generally the least active group — are filed in trays on top of the unit.

Canadian Vessels Can Continue Carrying Ore Between Lake Ports

President Truman has signed the recently-enacted Senate Joint Resolution 172, which authorizes vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1948.

P. R. R. Strike Deferred By Firemen and Enginemen

The strike against the Pennsylvania called by the Brotherhood of Locomotive Firemen and Enginemen for March 31 was deferred for an indefinite period following a request by the National Mediation Board, which has taken jurisdiction in the dispute under the authority of the National Railway Labor Act.

J. M. Symes, operating vice-president of the Pennsylvania, characterized the demands of the brotherhood as featherbedding in its most flagrant forms. As an example he cited the demand that a fireman, in addition to an engineman, be employed on small 44-ton Diesel locomotives used in yard switching service. "These are our smallest Diesel engines for use only in light switching work," he added. "They have been built for operation by one man only, with full safety and efficiency, and there would be absolutely no work to be done on them by a second man. If the brotherhood's demands were met,



The first rotary reservation recorder installed by the New York Central in its reservation bureau at Grand Central Terminal

the fireman would simply go along for the ride."

Still another point of dispute, Mr. Symes continued, involves a demand from the brotherhood for an extra day's pay for road freight firemen whose trains, upon entering a final terminal, are sometimes operated at a reduced rate of speed over an inspection pit while moving over their normal route, as a part of the road trip, to the place in the yard where the trains are to be left. Mr. Symes pointed out that "the fireman has absolutely nothing to do with this. He does not participate in the inspection. He simply rides along at a little slower rate of speed, as often happens in the course of a trip for various reasons. Yet the claim is made by the firemen's organization that in moving more slowly the fireman is performing 'yard work' which yard crews should do. The management could not agree to participate in such obvious featherbedding.

"Two other points of dispute," he said, "involve claims for an extra day's pay by road-freight firemen for work in connection with picking up cars for their trains in yards. The rule permits the railroad to require road-freight firemen to pick up cars for their train provided the cars are 'first out.' This means that there must be no other cars standing in the way of the road crew on the track where they get the cars for their train. The brotherhood, however, claims that the term 'first out' means that all the cars which the road crews are to pick up must in addition be coupled together; and the claims are made because in some instances the cars to be picked up had simply to be shoved together on the same track by the road crew. Another claim is that road firemen should not be required to work with yard trainmen in picking up their trains, even though the firemen's agreement specifically provides that road firemen may be required to do this work

and does not mention restrictions of this kind."

Higher Loadings in Second Quarter Are Expected by Shippers Boards

Freight car loadings in the second quarter of 1948 are expected to be 3.5 per cent above those in the same period in 1947, according to estimates made by the 13 Shippers Advisory Boards prior to the development of labor difficulties in the coal fields.

On the basis of those estimates, loadings of the 32 principal commodity groups will be 8,642,908 cars in the second quarter of 1948, compared with 8,350,329 actual car loadings for the same commodities in the corresponding period last year. All of the 13 boards, except the Central Western and Trans-Missouri-Kansas regions, estimate an increase in carloadings for the second quarter of 1948 as compared with the same 1947 period.

The tabulation shows actual carloadings for each district in the second quarter of 1947, the estimated carloadings for the second quarter of 1948, and the percentage of increase or decrease.

Shippers Adv. Boards	Act. Ldgs. 2nd Qtr. '47	Est. Ldgs. 2nd Qtr. '48	Per Cent Incr.
New Eng.	148,669	152,573	2.6
At. States	864,415	902,444	4.4
Allegheny ...	1,177,951	1,214,326	3.1
Ohio Valley ..	1,060,182	1,074,528	1.4
Southeast	968,416	1,011,162	4.4
Great Lakes ..	637,849	693,222	8.7
Cent. West. ..	262,704	245,575	6.5dec.
Mid-West	979,460	995,026	1.6
Northwest ...	669,877	729,215	8.9
Trans-Missouri-Kansas	386,293	383,147	0.8dec.
Southwest ...	544,258	557,347	2.4
Pac. Coast ...	394,016	426,364	8.2
Pac. Northwest	256,239	257,979	0.7
Total	8,350,329	8,642,908	3.5

The 13 boards expect an increase in the second quarter of 1948, as compared with the same 1947 period, in the loading of 24 of the commodities listed and a decrease in eight. Among those show-

ing the greatest increase are the following: Agricultural implements and vehicles, other than automobiles, 15.9 per cent; salt, 11.8 per cent; lime and plaster, 11.4 per cent; cement, 10.1 per cent; vehicle parts, 10 per cent; ore and concentrates, 9.7 per cent; metals, other than iron and steel, 8.4 per cent; food products in cans and packages, 8.2 per cent; machinery and boilers, 8.1 per cent; fresh fruits other than citrus fruits, 7.5 per cent; gravel, sand and stone, 7 per cent; brick and clay products, 6.9 per cent; chemicals and explosives, 5.8 per cent; lumber and forest products, 5.5 per cent; fertilizers of all kinds, 5.4 per cent, and coal and coke, 2.6 per cent.

Commodities for which decreases are estimated and the amount of the decrease include the following: Hay, straw and alfalfa, 11 per cent; livestock, 11 per cent; grain, 7.8 per cent; poultry and dairy products, 7.2 per cent; cotton, 5.7 per cent; flour, meal and other mill products, 5.1 per cent; sugar, syrup and molasses, 3.2 per cent, and fresh vegetables, other than potatoes, 1 per cent.

Emergency Board in Express Case

President Truman issued a March 25 Executive Order creating an emergency board to investigate a dispute between the Railway Express Agency and the International Brotherhood of Teamsters, American Federation of Labor, as representative of R.E.A. employees in several large cities other than New York. The principal issue in the dispute, which brought an April 1 strike threat, is the union's demand for a 40-hour week.

Announces Agenda for House Committee's Transport Hearing

Chairman Wolverton of the House committee on interstate and foreign commerce has announced the subjects on which the committee will be particularly interested to hear presentations at the April 14-15 hearing in connection with its "national transportation inquiry." As noted in *Railway Age* of March 27, page 70, the committee's plans for this hearing were discussed by its consultant, Dr. John H. Frederick, in a recent address at the American University's Third Rail Transportation Institute.

Topics listed in Chairman Wolverton's announcement were the following:

1. Should or should not the regulation of all common-carrier forms of transportation be centralized in one agency?
2. Under present conditions of national defense and competition among carriers, what should be the policy of the federal government regarding promoting one or more types of common carriers and in aiding certain types?
3. Are the present regulatory bodies, working within the framework of existing statutory authority, possessed of sufficient scope and administrative practices adequate to deal with the rapid movement of economic events?

The announcement said further that this list of the committee's "particular" interests would not preclude presentations at the hearing on other matters "pertaining to our National Transportation Policy."

Canadian Roads Get General Freight-Rate Increase of 21%

Canadian railroads have received authority from the Board of Transport Commissioners to increase their freight rates by 21 per cent, with certain exceptions. On coal and coke a flat increase of 25 cents a ton was authorized and rates on shipments of grain and grain products in western Canada, subject to the Crows Nest Pass Agreement are not to be raised. The application for authority to increase freight rates, made to the board by the Railway Association of Canada on behalf of its member railroad companies, had asked for a general boost of 30 per cent, except for coal and coke, the rates on which were to be increased by a specified amount per ton on a sliding scale.

The board's decision provides that the railroad companies "subject to the jurisdiction of the board will be required to continue to furnish to the board monthly statements of their operating revenues, operating expenses and operating income and should the board, at any time, be of the opinion that a greater amount of money is being paid to the railway companies than is actually necessary to enable them to maintain a reasonable degree of operating efficiency, the board reserves the right, at any time, on notice, to readjust the rates to meet the conditions then existing. On the other hand, should the amount of advance in rates authorized prove to be insufficient, the railways can always apply again."

Another provision said that "recognized differentials via rail, water and rail routes are to be preserved as far as may be practicable, even though certain rates via differential routes may be lower or higher than would otherwise prevail if such rates were subjected to the increases authorized."

Hugh Wardrope, assistant chief commissioner, dissenting from the conclusion of the five-man majority, held that the applicants should have been permitted to raise the rates subject to increase by 24 per cent.

R. C. Vaughan, president of the Canadian National, and W. A. Mather, president of the Canadian Pacific, said in a joint statement: "We are naturally pleased that the Board of Transport Commissioners has recognized the need of the railways for an increase in freight rates. The extent of the relief granted under the board's order cannot be determined without some study. It is clear, however, that, but for the unprecedented traffic volume, the amount of the increase would fall far short of minimum requirements. It is equally apparent that either further increases in

operating costs or a decline in traffic volume may necessitate an application for further relief."

A.A.R. Will Participate In Air-Conditioning Study

The board of directors of the Association of American Railroads, at its regular monthly meeting in Washington, D. C., on March 26, voted to participate, with the American Society of Heating and Ventilating Engineers, in a joint research program on air conditioning. Other proceedings of the meeting included a talk by Director J. Monroe Johnson of the Office of Defense Transportation, who discussed the effect of the coal miners' strike and the situation as to supplies of steel for the freight-car building and repair programs.

It was stated that the air-conditioning studies were expected to extend over three or four years. They will cover such subjects as air filters; heat flow through materials; distribution of heated and cooled air; and physiological adjustment to changes in atmospheric environment.

Rejects Part of Pullman Rate-Increase Proposal

Division 2 of the Interstate Commerce Commission has denied the Pullman Company's application for temporary authority to establish and maintain increased rates for room and seat accommodations without observing the aggregate-of-intermediates provision of the Interstate Commerce Act's section 4. This action did not dispose of the entire Pullman proposal, for it left pending the related application for relief from certain of the commission's tariff rules which would permit publication of the proposed increases promptly, although on the regular 30-days' statutory notice. The filing of the applications was reported in the *Railway Age* of March 6, page 64.

Report Bill Carrying I.C. Act Amendments Sought by I.C.C.

The House committee on interstate and foreign commerce has filed with the House its favorable report on H.R. 5623, the bill introduced by the committee's chairman, Representative Wolverton, Republican of New Jersey, to amend various provisions of the Interstate Commerce Act as recommended by the Interstate Commerce Commission. Provisions of the bill include those which would extend to carrier associations the commission's authority to require reports and inspect records.

As reported in the *Railway Age* of March 27, page 69, where provisions of the bill were outlined, the association-reporting requirements were objected to by representatives of water carriers appearing at the committee's public hearing on the measure. The reported bill retains those requirements

but makes them uniform as to carrier associations in the different fields of transport subject to I.C.C. jurisdiction. Thus their applicability to associations in the motor carrier, forwarder and water carrier fields would be confined to associations which perform "any service" or engage in "any activities" in connection with "any traffic, transportation, or facilities" subject to the I.C. Act. The provisions relating to railroad association already contained this limitation.

Attorney General Clears Steel-Allocation Plan

Attorney General Clark has given the required anti-trust clearance to the proposed "voluntary" agreement which has been prepared by the Department of Commerce's Office of Industry Cooperation for the allocation of steel for use in the freight car building and repair program. The Office of Defense Transportation has announced that the steel industry has agreed to the terms of the plan on a basis that is estimated to meet requirements for the production of 10,000 new freight cars monthly in addition to provision for repair of freight and passenger cars and locomotives. Director J. Monroe Johnson, in submitting the plan to prospective participants, warned that "after April 1 we will either have the plan of the Secretary of Commerce or no plan at all." As reported in *Railway Age* of March 27, page 58, the plan was the subject of a recent public hearing at which opposition was expressed by the American Railway Car Institute and four western railroads.

Crosser Sponsors Bigger-Pension Bill Which Unions Want Passed

Representative Crosser, Democrat of Ohio, has introduced H.R.5993 which would amend the Railroad Retirement Act to provide for "an increase in retirement benefits amounting over all to as close to 20 per cent as it is practicable to come in revising the annuity formula." That is the way Mr. Crosser described his proposal in a statement which he inserted in the appendix to the March 25 issue of the Congressional Record.

He explained further that the bill would also provide "for a restoration of the policy formerly embodied in the law guaranteeing that each employee or his survivors will be, under all circumstances, entitled to benefits at least equal to the contributions made by him, plus interest." In this connection Mr. Crosser recalled that when the liberalizing amendments, which he sponsored, were enacted in 1946 these death-benefit provisions were modified as part of the plan for adding the new survivor-benefit provisions. He said that cost estimates available at that time indicated "that railroad employees would have to forego this guarantee in order to finance the protection they wanted for surviv-

ing widows, children, and dependent parents." Subsequent developments, Mr. Crosser added, "have shown that financial considerations do not compel the relinquishment of that guarantee."

He went on to advise his colleagues that his proposals have been "endorsed by all the standard railway labor organizations represented in the Railway Labor Executives' Association," and that he had been "requested to state that these representatives of the railroad employees strongly urge early enactment on the bill." Mr. Crosser is also sponsor of another pending bill, H.R.5875, to increase by 25 per cent all daily benefit rates in the Railroad Unemployment Insurance Act.

Another bill (H.R.6011) to amend the Railroad Retirement Act has been introduced by Representative Boggs, Democrat of Louisiana. It would make employees eligible for full annuities after 30 years of service, regardless of age, and make widows eligible for annuities, regardless of age.

Adjustment Board Award Ignores Arbitration Pact

The National Railroad Adjustment Board, in making its award in a recent dispute, apparently disregarded the award of an arbitration board and, in effect, established a new rule for the claimants superseding one upon which the parties themselves had agreed.

The crew of a New York Central through freight train between Elkhart, Ind., and Air Line Junction (Toledo), Ohio, on July 31, 1945, was required to set off six cars and pick up a dead engine at an intermediate station. Because of passenger train interference after the work had been performed, detention at this point amounted to a total of three hours. The engineer and fireman claimed, and were granted without dispute, the higher local freight rate of pay for that day's run because the total time consumed at the intermediate station exceeded 1 hr. 45 min., in accordance with a provision of their agreement.

The conductor and three brakemen

assigned to the same run claimed that they, too, should be paid the local freight rate because the engine crew had been, although the conductors' and trainmen's agreement does not specify any maximum time which may be consumed at a stop before conversion to the local rate takes place. Their schedule specifies only the number of stops which may be made, and the kind of work which may be done at such stops. Under the agreement, this single intermediate stop and the work performed there was no cause for conversion to the higher pay basis.

Prior to 1926, the conductors and trainmen had an agreement which was practically identical to that still applicable to the engineers and firemen, but, as a result of an arbitration award made effective on December 1 of that year, the conductors' and trainmen's agreement was superseded by a new rule which qualified further the nature of the work they might be required to do before conversion took place, in consideration of which the 1 hr.-45 min. provision was eliminated from their rule.

Ignores Arbitration Award—The National Railroad Adjustment Board sustained the claim of the conductor and brakemen in an award dated January 26, 1948, (Award No. 11899) in a decision rendered by its First Division with referee Sidney St. F. Thaxter, associate justice of the supreme court of Maine participating. The award chose to overlook the 1926 award which had come about through arbitration — and was, therefore, legally binding on both parties before the board. Instead, the N.R.A.B., supported its contention on an interpretation made by the United States Railroad Administration in 1920, in a supplement to General Order No. 27, which read, "Where, under schedule rules or accepted practices, a part of the crew receives local rates, the entire crew will receive not less than the local rates." This interpretation was not a general directive of the administration, but applied to an article in the supplement which abolished payments on a monthly, daily, or trip basis and estab-



One day's production of express refrigerator cars being switched from the Chicago plant of the American Car & Foundry Co. These cars, part of an order of 500 for the Railway Express Agency, are equipped for high-speed passenger train operation

ished the mileage basis in its place. At that time, the New York Central Lines West had but six or seven branch line runs to which this interpretation was applicable. It had no application to service of the character involved in the dispute covered by the recent N.R.A.B. award.

In the current agreement with the claimants, there is a written understanding that "the provisions of General Order No. 27 — and interpretations thereto issued by the federal administrations — are still in effect unless specifically changed in this agreement." The carrier, therefore, could have had no breach with the board's award in the instant case if the dispute had concerned any of the six or seven branch line runs formerly paid for on a monthly, daily, or trip basis, to which the 1920 interpretation applied. The award concerned, instead, a run to which the 1920 interpretation had no application, but to which the 1926 arbitration award seemed clearly applicable.

The carrier members of the board dissented.

Through Billing of L.C.L. to Mexican Points Effective May 1

Arrangements will become effective on May 1 whereby less-carload shipments may be moved from the United States to points on the National Railways of Mexico on standard domestic bills of lading. Traffic in the reverse direction will move on Mexican standard bills of lading translated into English. The use of through billing will permit direct delivery to connections at the border interchanges. It will obviate the necessity of tendering shipments to brokers or shipping agents at the gateways.

A transfer charge of 15 cents per 100 lb., with a minimum charge of 50 cents a shipment, will apply to the international l.c.l. traffic. The privilege of through billing, where not already applicable to carload shipments, will be extended to cover that traffic.

The Southwestern Freight Bureau will publish Circular No. 5 containing rules for issuance of through bills of lading between all stations in the United States and all stations on the National Railways of Mexico.

Freight Car Loadings

Loadings of revenue freight for the week ended March 27 totaled 664,375 cars, the Association of American Railroads announced on April 1. As a result of the strike of coal miners, this was 36,107 cars, or 5.2 per cent, below the previous week, 165,017 cars, or 19.9 per cent, under the same week last year, and 144,767 cars, or 17.9 per cent, below the corresponding 1946 week.

Loading of revenue freight for the week ended March 20 totaled 700,482 cars, and the summary for the week

as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading	1948	1947	1946
For the Week Ended Saturday, March 20			
District			
Eastern	144,855	165,129	156,925
Allegheny	156,356	179,606	175,991
Pocahontas	25,926	70,047	64,476
Southern	123,610	139,140	144,153
Northwestern	79,917	92,380	83,760
Central West	106,651	131,499	115,596
Southwestern	63,167	66,240	63,705
Tot. West Dist.	249,735	290,119	263,016
Total All Roads	700,482	844,041	804,606
Commodities:			
Grain & gr prod	36,128	53,717	43,457
Livestock	7,991	14,142	15,883
Coal	79,965	184,735	190,056
Coke	12,730	14,859	13,449
Forest products	47,802	50,585	41,657
Ore	17,136	15,163	10,316
Merchandise, l.c.l.	115,757	124,703	124,747
Miscellaneous	383,063	386,137	365,039
March 20 ..	700,482	844,041	804,606
March 13 ..	797,033	841,147	799,906
March 6 ..	792,571	805,775	786,189
February 28 ..	791,089	849,991	732,397
February 21 ..	805,376	776,689	723,281
Cumulative total, 12 weeks ...	9,192,008	9,688,341	8,923,837

In Canada.—Carloadings for the week ended March 20 totaled 76,212 cars as compared with 74,642 cars for the previous week and 72,499 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 20, 1948	76,212	39,270
March 22, 1947	72,499	43,187
Cumulative totals for Canada:		
March 20, 1948	860,120	426,207
March 22, 1947	814,779	442,342

Asks C. & O. Stockholders To Vote F.R.P. Withdrawal

Chesapeake & Ohio stockholders, at their annual meeting in Richmond, Va., on April 20, will be asked to vote upon two regulations which propose (1) that "an impartial and accurate report of the proceedings be sent to the stockholders, such report to include the results of any balloting on matters described in the proxy statement, giving actual figures 'for' and 'against' and a summary of questions and management answers, taken from the stenographic record," and (2) that the company "shall not permit the use of its personnel, quarters and services by the Federation for Railway Progress and that since the company is a member of the Association of American Railroads which serves the entire railroad industry constructively, the company shall withdraw from membership [in the F.R.P.] whose attitude has been antagonistic toward the railroad industry." The resolutions will be placed before the stockholders personally by George S. Jackson, who jointly with his wife is the holder of record of 550 shares of the road's common stock, according to the C. & O. proxy statement.

In support of his resolutions, the proxy statement said, Mr. Jackson submitted the following statement: "Stockholders are entitled to: (a) receive accurate information on what transpires at their meetings and on management

activities and problems so that stockholders can act for their joint interests; (b) halt appropriation of funds, personnel, and facilities for activities not beneficial to public, railroad industry, or stockholder. Informed stockholders can protect their interests more effectively and cooperate more intelligently with their property managers."

The C. & O. management, in the proxy statement, recommended that stockholders vote against both resolutions. As to resolution 2, the management said, the C. & O. is a member of the F.R.P. and at the same time contributes to certain operational activities of the A.A.R., yet the combined assessment payments made to the A.A.R. and the federation in 1947 were less than the amount that would have been paid to the A.A.R. alone had the company continued full membership and support of the association in that year. "The company is a member of or contributes to the support of more than 60 associations and organized groups within the railroad industry, all of which serve the railroad industry in various ways. The desirability of supporting any particular organization and of having the company's officers and employees participate in its cooperative activities, is in each instance a matter of business judgment, which properly should be determined by the management with the approval of the board of directors."

The management also informed stockholders that, as for resolution 1, the directors at their meeting on February 24, 1948, directed the company officers to prepare a summary of the annual meeting, based on the stenographic minutes of the proceedings, for distribution to the stockholders and that a copy of such summary will be mailed to each stockholder of record as soon as possible after the meeting. "Through the company's annual report," the proxy statement added, "the stockholders are acquainted with the essential facts concerning its business, and the management is always pleased to comply with the reasonable request of any stockholder for additional information concerning any phase of the company's business and operations. The proposed resolution would not provide any new facility for information, and accordingly would not serve any useful purpose."

Mr. Jackson, who has challenged the C. & O. management on several previous occasions, also recently asked Robert J. Bowman, the road's president, questions about the road's experience with its first steam-turbine locomotive. The questions were embodied, along with others, in a letter Mr. Jackson wrote to Mr. Bowman on March 22, sending a copy to the Interstate Commerce Commission. That part relating to the locomotive read as follows:

"What has been C. & O.'s experience with the first coal-burning, steam-gas, electric turbine locomotive? How many miles has it been run, hauling freight

or passenger trains; what tonnage; and at what speeds?

"A recent engineering report on the new steam-turbine electric locomotive indicates that a dependable commercial locomotive is at least five years off. I understand that a large eastern coal carrier who collaborated in the development of this locomotive has become so discouraged about the project that it has placed orders for a vast amount of Diesel-electric motive power. Is the C. & O. going to be influenced by [C. & O. Chairman Robert R.] Young's personal, arbitrary views on this subject and delay modernizing its motive power?"

"When do you expect to receive the other two turbine locomotives on order? What has this locomotive development cost C. & O. to date and about how much more will be required to complete it?"

Coal Strike Furloughs Mount

Twenty-three railroads throughout the country have furloughed more than 47,000 employees because of the strike of the bituminous coal miners, according to a survey by *Railway Age*. The reporting railroads and the approximate number of employees furloughed by each at the end of this week are listed in the table.

A.C.L.	295
B. & O.	12,263
B. & M.	50
C. of N. J.	550
C. & O.	13,400
C. B. & O.	300
C. I. & L.	19
D. L. & W.	35
D. & R. G. W.	500
Erie	258
G. T. W.	50
I. C.	2,000
L. & N.	1,967
M. P.	500
N. Y. C.	3,000
N. Y. C. & St. L.	1,000
N. & W.	4,640
Reading	281
S. A. L.	218
Southern	4,700
U. P.	525
Virginian	484
Wabash	178

ABANDONMENTS

Evansville Suburban & Newburgh. — Examiner J. S. Prichard has recommended in a proposed report that Division 4 of the Interstate Commerce Commission authorize this road to abandon its entire line, extending 18 miles from Evansville, Ind., to Boonville, subject to the condition that the line, or any portion thereof, be offered for sale to the Henry Fligeltaub Co., operator of a metal salvage plant at Evansville, or to any responsible party desiring to purchase it for continued operation, and offering, within 40 days from the date of the commission's certificate, to pay not less than the net salvage value, estimated at \$35,750. Another condition recommended by the examiner would require that the portion of the

line necessary to provide continued switching service from the Southern to the plants of the Fligeltaub Co. and the Crystal Pearl Products Company, also located at Evansville, remain intact and be kept in operation by the applicant for 90 days. Meanwhile, the recommended abandonment certificate covering the remainder of the line, would take effect 40 days from its date.

Missouri & Arkansas.—Congressmen and senators representing the state of Arkansas have asked the Interstate Commerce Commission to order further hearing on the Finance Docket 15470 proceeding, wherein, as reported in *Railway Age* of March 20, page 103, Examiner A. G. Nye recommended that Division 4 of the commission permit, subject to certain conditions, abandonment by this road of its entire line, from Neosho, Mo., to Wayne, 32.3 miles, and from Seligman, Mo., to Helena, Ark., 298 miles, in addition to two branch lines in Arkansas totaling approximately 5 miles. The Arkansas legislators contended that highways adjacent to the line are not of a character which would make it feasible for vehicular transportation to furnish adequate service to the territory affected.

New York Central.—This company and its lessor, the West Shore, have asked the Interstate Commerce Commission to permit abandonment of that portion of the West Shore's so-called Chenango branch extending from Manlius, N. Y., to Oran, approximately 2.3 miles.

ORGANIZATIONS

The Chicago Chapter of the Railway & Locomotive Historical Society will hold its next meeting on April 9, at 205 West Wacker drive, room 1200, at 7:30 p.m. The guest speaker will be T. D. Slattery, general traffic manager of the British & Irish Railways in the U. S. and Canada, whose subject will be "And So British Railways are Nationalized."

Fred A. Dawson, vice-president, New York Central Lines East, will address the luncheon session at the 75th regular meeting of the Atlantic States Shippers Advisory Board which has been scheduled for April 8 at the Hotel Syracuse, Syracuse, N. Y.

The Central Railway Club of Buffalo (N. Y.) will hold its next meeting at the Hotel Statler on April 8 at 8 p.m. The speaker will be Frank Cheshire, vice-president of the Chicago, Indianapolis & Louisville. His subject will be "Car Man Power."

A meeting of the Eastern Car Foremen's Association will be held at the Engineering Societies Building, New York, on April 9 at 8 p.m. Kenneth L. Shelby, chief engineer, Railway Division, Na-

tional Malleable & Steel Castings Co., will present a paper entitled "The Development, Operation and Maintenance of A.A.R. Standard Couplers."

The Railroadians of America will hold their next meeting in the auditorium of the Pennsylvania R.R. Y.M.C.A., Pennsylvania Station, New York, on April 9 at 7:30 p.m. This meeting will feature three movies, the "Branford Line"; "Big Little Railroad"; and the "Great Train Robbery."

The Pacific Railway Club will hold its next meeting on April 8, at the Biltmore Hotel in Los Angeles, Cal. The topic for discussion will be "Mass Urban and Interurban Transportation."

The annual spring meeting of the Mid-South Air Brake Club will be held at the Chisca Hotel, Memphis, Tenn., April 14 and 15, and the following papers are scheduled for presentation: Condensation, by a Westinghouse Air Brake representative; Freight Train Handling with Diesel Locomotive Dynamic Brake, by W. E. Vergan, air brake instructor, Missouri-Kansas-Texas; Passenger Train Handling with H. S. C. Equipment, by W. E. Myers, air brake instructor, Louisville & Nashville; Empty and Load Compensating Brake, by a Cotton Belt representative; Circuit Checking Equipment for Electric Straight Air Brake, by a Westinghouse representative; Train Braking with Automatic Sanding and Decelostat Control, by a representative of the New York Air Brake Company.

Exhibits of air brake equipment will be on display at the Memphis Union Station during the two-day meeting. There will be a round-table discussion and question-and-answer period following. (Continued on page 80)

SUPPLY TRADE

Baldwin Year-end Backlog Topped \$18.5 Million

Net profit of the Baldwin Locomotive Works and its wholly-owned subsidiaries in 1947 was \$1,693,624, compared with \$3,802,737 in the preceding year. Sales amounted to \$94,884,746, compared with \$85,328,630. During the year 1947, orders for 281 Diesel-electric locomotives and 134 steam locomotives were received, and 163 Diesels and 227 steam locomotives were shipped. (The Diesel-electric figures do not include those shipped by, and ordered from, the subsidiary Whitcomb Locomotive Company.)

"Total unfilled orders on the company's books on December 31, 1947, were \$118,528,012 compared with \$95,977,375 on January 1, 1947," the annual report said. "In the 1948 backlog there are orders for a moderate number of steam locomotives, mostly for export,

but it is not expected that there will be substantial additions to this quantity because it seems evident that future railroad motive power purchases for use in this country will be chiefly of the Diesel type and that further large export orders must be considered as highly uncertain."

The design, development and construction of the company's line of Diesel road locomotives have necessarily involved heavy expenditures, the report added. "As a completely different type of engineering knowledge and mechanical skill are required, it has been necessary to discover and train suitable personnel. . . . All of the heavy expenses incurred to date in this development, with the exception of those for permanent tools and other capital equipment, have been charged to the cost of construction of the comparatively limited number of road Diesels so far produced or in the course of production. The program is a large one and there is more development work to be done. Reasonably good progress has been made in the improvement of construction methods and in determining a satisfactory standardized pattern. Diesel electric orders on the books are sufficient to provide for an increased production in this department for the year 1948."

Fairbanks, Morse Had \$4,224,777 Net in 1947

Net sales of Fairbanks, Morse & Co. and subsidiaries last year amounted to \$89,564,599, according to the recently released annual report. In 1946 net sales totaled \$56,551,298. The consolidated net profit was \$4,224,777, compared with \$3,079,135. Orders received during the first six weeks in 1948 were somewhat larger than those received in the comparable period in 1947. The Diesel locomotive program, the report said, is developing satisfactorily and the firm's ability to take additional orders is limited only by production facilities.

National Malleable's Net Totalled \$527,372 in 1947

National Malleable & Steel Casting Co.'s net profit in 1947 was \$527,372, equal to \$1.11 a share on 474,861 outstanding common shares, according to the recently released annual report. In 1946 profit was \$992,770, equal to \$2.09 a share. (The 1947 net profit is after special deduction of \$300,000 as a reserve against possible shrinkage in inventory values. Had this reserve not been set up the earnings would have equalled \$1.74 a share). Operating losses at the Indianapolis, Ind., plant, where a modernization program is nearing completion, affected earnings adversely during the year, Cleve H. Pomeroy, president, said. Capital expenditures were \$2,082,000, of which \$1,097,000 was for Indianapolis. About \$547,000 will be required to complete the program, the final payments being scheduled for next June.

The Link-Belt Company has established a district sales office in Jacksonville, Fla., with Robert L. Lowder, formerly district sales engineer at the firm's plant in Atlanta, Ga., as manager.

Frank M. Sweeny has been appointed sales representative of Iron & Steel Products, Inc., with headquarters at Baltimore, Md.

Howard C. Hinig, formerly a member of the transportation sales department of the Sherwin-Williams Company, has been promoted to assistant manager of industrial and transportation sales, with headquarters at Oakland, Cal. Mr. Hinig joined Sherwin-Williams in Janu-



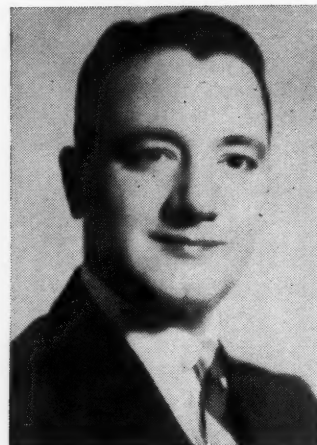
Howard C. Hinig

ary, 1936, as a clerk in the traffic department. Two years later he was transferred to transportation sales, working in that department until his recent appointment, except for the period July, 1943, to April, 1947, when he was a first lieutenant with the United States Army.

Fred B. Roth, formerly supervisor of the service department of the Monarch Machine Tool Company, has been transferred to the west coast as sales and service advisor to a number of dealers who represent Monarch there, with headquarters in San Francisco, Calif. Clarence J. Caldwell and J. A. Garrison, also former members of the service department, have been appointed field sales engineers with headquarters in Chicago.

The American Car & Foundry Co. has announced the appointment of Frederick H. Norton as vice-president in charge of all sales, to succeed R. A. Williams, who has resigned as a director and vice-president in charge of sales to accept the presidency of the Standard Railway Equipment Manufacturing Company. Mr. Norton was graduated from Purdue University with a degree in mechanical engineering and served his apprenticeship with the American Steel Foundries, following which he was assigned to the Chicago office as sales engineer. In 1940 he was transferred to

Washington, D. C., to open a new office for the handling of American Steel Foundries' activities with the government and foreign agencies. Mr. Nor-



Frederick H. Norton

ton joined American Car & Foundry in April, 1945, as an assistant vice-president in the sales department, which position he held at the time of his recent appointment.

Joseph P. Kleinkort, formerly eastern district sales manager of the Ramapo Ajax Division of the American Brake Shoe Company, at York, has been appointed



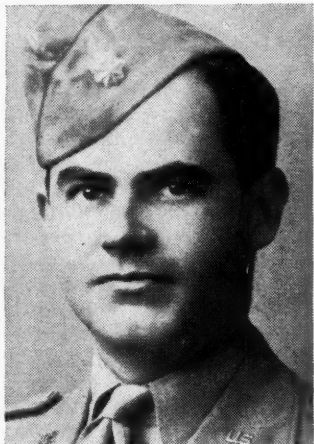
J. P. Kleinkort

general sales manager of that division, with headquarters in Chicago. Mr. Kleinkort has served in various sales positions since joining the company in 1923.

John T. Kilbride, who recently resigned as president of the Bridgeport Safety Emery Wheel Company, has been elected president of the newly-organized Bridgeport-Diamond Machine Company. The latter firm has purchased the Diamond Machine Company from the American Engineering Company and has moved the Diamond Machine engineering and sales offices to 2362 Main street, Stratford, Conn. Bridgeport-Diamond Machine is organized to manufacture face

grinders in various sizes, vertical surface grinders and a full line of knife grinders for shear blades, paper knives and tobacco knives. Manufacturing facilities to handle assembly and manufacturing are expected to be in operation within a few months.

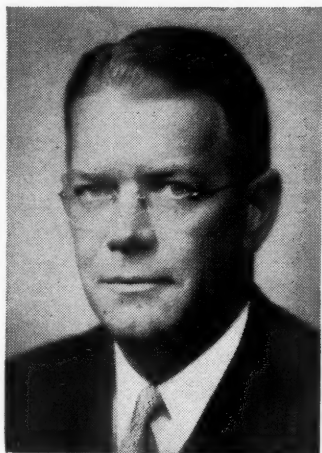
Major Wilbur C. Rice, maintenance and mechanical equipment supervisor at the Schenectady, N. Y., plant of the American Locomotive Company, has been appointed commanding officer of the 762nd Transportation Railway Shop Battalion (sponsored by Alco), which was acti-



Major Wilbur C. Rice

vated by the War Department this month. A total of 27 officers and 282 enlisted men will be recruited to train for wartime servicing of railroad transport, including Diesel and steam locomotives and all rolling stock.

R. A. Williams, formerly vice-president in charge of sales of the American Car & Foundry Co., with headquarters at New York, has been elected president



R. A. Williams

and a director of the Standard Railway Equipment Manufacturing Company, with headquarters at Chicago. He succeeds **A. A. Frank**, who has been elected chairman of the firm's board of directors. **A. A. Helwig**, president of the Standard

Railway Equipment Company, subsidiary of the aforementioned company, has been elected also vice-chairman of the board, Standard Railway Equipment Manufacturing Company.

Mr. Williams is a graduate of Pennsylvania State College and Washington University, and joined A. C. F. in 1924 in the engineering department. He subsequently became sales manager of district offices in St. Louis, Mo., Cleveland, Ohio, and Washington, D. C., advancing to vice-president in charge of sales in 1944. He is a member of the American Society of Mechanical Engineers.

E. J. McMahon, whose election as vice-president and a director of the Dearborn Chemical Company, at Chicago, was reported in *Railway Age* of March 27, was born on October 20, 1898, at Chicago. He attended Notre Dame University and entered the service of Dear-



E. J. McMahon

born Chemical in 1919 as a laboratory chemist. Mr. McMahon worked for a time at the firm's branch in Los Angeles, Cal., subsequently returning to Chicago, where he advanced to production manager. He held the latter title at the time of his election as vice-president and a director of the company.

Arthur E. Maha has been appointed assistant sales manager for the central division, Ball & Roller Bearing Division of the Link-Belt Company, with headquarters at Indianapolis, Ind. **Lewis M. Watkin, Jr.** has been appointed assistant sales manager for the firm's ball and roller bearings in the eastern division, with headquarters at Philadelphia, Pa. plant in Columbus, which was then under construction. He became a clerk in 1929, office manager in 1931, yard foreman in 1933, and served as plant superintendent from 1935 to 1940. In the latter year Mr. Miller was sent to St. Louis as assistant general superintendent of plants, becoming general superintendent of plants in 1943.

I. C. Miller, general superintendent of plants of the T. J. Moss Tie Company, St. Louis, Mo., has been promoted to vice-

president, with headquarters as before at St. Louis. **D. B. Mobry** has been promoted to manager of lumber sales, with headquarters at St. Louis. **Ben Zenk**, assistant general superintendent of plants, becomes general superintendent of plants to replace Mr. Miller. **G. C.**



I. C. Miller

Eaton has been appointed assistant general superintendent of plants and **Elmo W. Jones** has been appointed treasurer.

Mr. Miller was born on June 11, 1910, at Columbus, Miss., and, after a public school education, he entered the service of the T. J. Moss Tie Company in 1928. From September, 1928 to 1929, he served as timekeeper at the local

Albert J. Capalbo, formerly chief chemist for the Plasticote Fabrics Corporation, has joined the flexible plastic coatings department of the finishes division of the Interchemical Corporation, to serve in both a sales and technical service capacity, with headquarters at Elizabeth, N. J.

The **Cherry Rivet Company**, Los Angeles, Cal., has announced the opening of a Chicago branch office at 5707 West Roosevelt road, Cicero, Ill. **Roy Schwab**, formerly a sales representative for the company in the Chicago area, will head the newly organized office staff and salesmen.

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in March

Domestic orders for 237 Diesel-electric and 22 steam locomotives, 22,965 freight-train cars (including 3,250 ordered by private car lines and industrial companies) and 142 passenger-train cars were reported in the *Railway Age* in March. The estimated cost of the locomotives is \$41,942,000. The freight-train cars will cost approximately \$89,-

Locomotives				
Date	Purchaser	No.	Type	Builder
March 6	C.R.I. & P.	24	1,500-hp.D.-E.frt.	American
		5	1,000-hp.D.-E.sw.	American
		5	1,500-hp.D.-E.sw.	American
		10	4,500-hp.D.-E. frt.	Electro-Motive
		10	1,000-hp.D.-E. sw.	Electro-Motive
		5	1,500-hp.D.-E. branch line	Electro-Motive
March 6	L. & N.	22	2-8-4	Lima-Hamilton
		5	1,000-hp. D.-E.sw.	Electro-Motive
		5	1,500-hp.D.-E.helper	Electro-Motive
		4	2,000-hp.D.-E. pass.	Electro-Motive
		20	660-hp.D.-E. sw.	American
		5	1,000-hp.D.-E.sw.	American
March 6	M. St. P. & S. Ste. M.	4	4,500-hp.D.-E.frt.	Electro-Motive
		1	1,000-hp.D.-E.sw.	Electro-Motive
March 13	B. & L. E.	2	1,500-hp.D.-E.sw.	Baldwin
		1	1,000-hp.D.-E.sw.	Baldwin
March 13	C.R.I. & P.	10	1,500-hp.D.-E.pass.	Electro-Motive
March 13	Norfolk Southern	3	600-hp.D.-E. rd.-sw.	General Electric
March 27	P.R.R.	8	6,000-hp.D.-E. frt.	Electro-Motive
		4	1,000-hp.D.-E. sw.	Electro-Motive
		10	600-hp.D.-E. sw.	Electro-Motive
		6	4,000-hp.D.-E. frt.	Fairbanks, Morse
		12	1,000-hp.D.-E. sw.	Fairbanks, Morse
		27	1,000-hp.D.-E. sw.	Baldwin
		27	660-hp.D.-E. sw.	Baldwin
		10	1,000-hp.D.-E. sw.	American
		10	660-hp.D.-E.sw.	American
March 27	S.P. & S.	1	1,500-hp.D.-E. frt.	American
		2	6,000-hp.D.-E. frt.	American
		1	2,000-hp.D.-E.frt.	Electro-Motive
Freight Cars				
March 6	C.R.I. & P.	500	70-ton Hopper	Amer. Car & Fdy.
March 6	N. & W.	1,000	70-ton Hopper	Co. Shops
March 6	Pacific Fruit Exp.	3,000	Refrigerator	Co. Shops
March 6	W. & L. E.	500	70-ton Gondola	Amer. Car & Fdy.
March 13	D.M. & I.R.	1,000	70-ton Ore	Pullman-Standard
		500	70-ton Ore	General American
March 13	W. & L. E.	500	50-ton Gondola	Bethlehem
March 20	Carbon County	300	70-ton Hopper	Pullman-Standard
March 20	C. B. & Q.	1,000	50-ton Box	Co. Shops
		100	50-ton Parts	Co. Shops
		150	70-ton Cov. Hopper	Co. Shops
		500	70-ton Hopper	Co. Shops
		250	70-ton Ballast	Co. Shops
		500	40-ton Stock	Co. Shops
		300	50-ton Flat	Co. Shops
		50	70-ton Gondola	Co. Shops
		200	16,000-gal. Tank	Co. Shops
		150	40-ton Box	Co. Shops
		150	50-ton Hopper	Co. Shops
March 20	D. & H.	150	50-ton Hopper	Co. Shops
March 20	Illinois Terminal	200	50-ton Box	Amer. Car & Fdy.
March 20	Mather Stock Car Co.	150	40-ton Refrig.	Co. Shops
March 20	M.P.	55	Caboose	Co. Shops
March 20	N.P.	500	50-ton Box	Co. Shops
		200	50-ton Flat	Co. Shops
March 20	St. L. & O.F.	30	50-ton Hopper	Co. Shops
March 20	St. L. Refrig. Car Co.	100	40-ton Refrig.	Co. Shops
March 20	Wabash	200	55-ton Hopper	Co. Shops
March 27	P.R.R.	2,000	70-ton Gondola	Co. Shops
		300	70-ton Cov. Hopper	Co. Shops
March 27	S.P.	3,350	50-ton Box	Pullman-Standard
		1,000	50-ton Gondola	General American
		1,000	50-ton Gondola	Bethlehem
		700	50-ton Gondola	Amer. Car & Fdy.
		600	50-ton Flat	Amer. Car & Fdy.
		1,500	70-ton Flat	Amer. Car & Fdy.
		350	70-ton Cov. Hopper	Amer. Car & Fdy.
		80	Caboose	Co. Shops
Passenger Cars				
March 6	A.T. & S.F.	18	Head-end	Amer. Car & Fdy.
March 6	U.P.	50	Chair	Pullman-Standard
		50	Sleeping	Budd
March 13	A.T. & S.F.	24	Coach	Pullman-Standard

563,500 and the passenger-train cars will cost an estimated \$17,250,000. Of the 19,715 freight-train cars ordered by railroads, 7,715 will be built in railroad shops, and the 3,250 freight cars ordered by private car lines will be built in company shops. The accompanying table lists the orders in detail.

During the first three months of 1947, the *Railway Age* has reported domestic orders for 338 Diesel-electric and 22 steam locomotives costing an estimated \$66,242,000; a total of 32,215 freight-train cars, the estimated cost of which is \$125,618,500; and 198 passenger-train cars, at an estimated cost of \$25,650,000.

SIGNALING

The *Missouri Pacific* has ordered from the General Railway Signal Company for an NX electric interlocking to be installed in Kansas City, Mo. An 18½-in. by 82-in. point-indicator panel, equipped with 51 track indication lights, 40 entrance knobs, 40 exit buttons, 28 test keys, 2 lock levers, 3 code-start buttons, 2 recheck buttons and 2 cancel switches, will control 51 switch machines, 2 switch locks and 40 signals. The near group will be controlled by unit-wire circuits. Two remote groups will be controlled by Type-F coded cir-

cuits. Equipment ordered includes Model 10 electric switch locks, Types-K and B relays, steel bungalows, Model 5D dual-control electric switch machines and Type-SA searchlight signals.

The *Wabash* has placed an order with the Union Switch & Signal Co. for the material to install an automatic interlocking at the crossing of the New York, Chicago & St. Louis at Dillon, Ind., involving Style R-2 color-light signals and H-5 searchlight rectifiers, transformers and housing. The field installation work will be done by railroad forces.

COMMUNICATIONS

The *Baltimore & Ohio* has placed an order with the Federal Telephone & Radio Corp. for four Type-9-B-1 three-channel carrier telephone terminals; two Type-9-B-1 three-channel carrier telephone repeaters; four Type-9-A-1 single-channel carrier telephone terminals; one Type-9-A-1 single-channel carrier telephone repeater; and eight Type-9-C-1 speech-plus-duplex carrier telegraph terminals. The *Illinois Central* has also placed an order for two Type-9-C-1 speech-plus-duplex carrier telephone terminals, and the *Illinois Terminal* has placed an order for two Type-901-A telephone repeaters.

CAR SERVICE

I.C.C. Service Order No. 811, which was issued as a result of the coal miners' strike to require a 25 per cent reduction in coal-burning, freight-locomotive mileage, has been modified by Amendment No. 1 which adds fertilizer and fertilizer materials, including phosphate rock, to the list of commodities to be given preference when service is cut to meet the order's requirements. Director A. H. Gass of the Office of Defense Transportation's Railway Transport Department, who is the commission's permit agent under the order, has issued General Permits Nos. 1 and 2. The first authorizes railroads of less than 100 miles in length to disregard the provisions of the order, but notes that interline traffic originating on such roads will be subject to any embargoes placed by other lines pursuant to the order. General Permit No. 2 authorizes the Chicago, Milwaukee, St. Paul & Pacific, Chicago & North Western, Duluth, Missabe & Iron Range, Duluth, Winnipeg & Pacific, Duluth, South Shore & Atlantic, Great Northern, Lake Superior & Ishpeming, Minneapolis, St. Paul & Sault Ste. Marie, and Northern Pacific to use coal-burning freight locomotives until 11:59 p.m. April 15 for the transportation of iron ore to upper Great Lakes ports, and the return of empty ore cars to mines

for further ore loading, in addition to the reduction required by the order.

I.C.C. Service Order No. 624, which maintains O.D.T. controls over the movement of grain through North Atlantic ports, has been modified by Amendment No. 10 which set back the expiration date from March 31 to September 30.

I.C.C. Service Order No. 692, which relates to the reconsignment of lumber and kindred products, was modified, effective March 24, by General Permit No. 1, issued by the order's permit agent, Homer C. King, director of the commission's Bureau of Service. The permit waives the order's restriction against reconsignments involving back-hauls when the shipments reconsigned are subject to a through or joint rate and there are no published tariff charges for such back-hauling or out-of-route movement.

General Permit ODT 18A, Revised-38, issued by the O.D.T. with a March 29 effective date, authorizes the shipping of new fresh harvest onions in carload quantities of not less than 30,000 lb. from any origin point in the United States, except points in Georgia or Texas from which shipments of not less than 25,000 lb. are authorized. The permit's expiration date is September 30.

FINANCIAL

Baltimore & Ohio.—Acquisition.—As a means of improving its line between Clarksburg, W. Va., and Weston, this company has asked the Interstate Commerce Commission to approve acquisition and operation by it of two lines owned by the City Lines of West Virginia, an interurban electric railway. One of the lines extends from a connection with the B. & O. at a point near Clarksburg to Freeport, 5.8 miles, while the other extends 7.6 miles from Weston to a point near Jane Lew. Operation of those segments has been abandoned by their present owner.

In connection with the proposed acquisition, the B. & O. would abandon two corresponding segments between Clarksburg and Weston. One extends approximately 3.7 miles from a point near Lynch Mine to a point between Byron and Lost Creek, while the other extends from Macpelah Junction to Jane Lew, approximately 6.6 miles.

Central Pacific.—Bonds.—Division 4 of the Interstate Commerce Commission has modified its order of November 17, 1944, in the Finance Docket No. 14735 proceeding so as to limit to \$32,604,000 the amount of series A first and refunding bonds that this road may be authorized to issue under that order. The Southern Pacific is guarantor of the bonds. The C.P. originally was authorized to issue \$50,000,000 of series A

bonds. It advised the commission, however, that it already has issued \$32,604,000 of them and will not issue the remaining \$17,396,000.

Chesapeake & Ohio.—Equipment Trust Certificates.—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for \$4,750,000 of 2 per cent equipment trust certificates, the proceeds of which will be applied toward the purchase of 46 stainless-steel passenger cars, at an estimated total cost of \$6,000,000, as outlined in *Railway Age* of March 20, page 104. The equipment, to be acquired from the Budd Co., will be used in daylight coach-train service between Washington, D. C., and Cincinnati, Ohio. The certificates will be dated March 15 and will mature in 15 annual installments of \$475,000, starting March 15, 1949. The report also approves a selling price of 99.4299, the bid of Harris, Hall & Co., and associates, on which basis the average annual cost will be approximately 2.11 per cent.

The certificates were reoffered to the public at prices yielding 1.25 per cent to 2.30 per cent, according to maturity.

Chesapeake & Ohio.—Equipment Trust Certificates.—This road has applied to the Interstate Commerce Commission for authority to issue 10-year equipment trust certificates in the amount of \$5,500,000 to finance in part the acquisition of two Diesel-electric switching locomotives and 1,700 freight cars at an estimated total cost of \$6,969,320. The locomotives, 1,000-hp. units, would be acquired from the Electro-Motive Division of the General Motors Corporation at an estimated cost of \$95,142 each. The freight cars would include 1,000 70-ton, all-steel hoppers to be acquired from the American Car & Foundry Co. at an estimated unit cost of \$3,566; 500 50-ton, all-steel gondolas to be acquired from the Pressed Steel Car Company at estimated unit costs ranging from \$3,569 to \$4,480; and 200 50-ton, all-steel box cars to be acquired also from Pressed Steel at an estimated unit cost of \$6,870. The certificates would be dated April 15 and sold on the basis of competitive bids, with the interest rate named in such bids. They will mature in annual installments of \$550,000 on each April 15 from 1949 to 1958, inclusive.

Chicago, Burlington & Quincy.—Equipment Trust Certificates.—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for \$7,230,000 of 2½ per cent equipment certificates, the proceeds of which will be applied toward the purchase of 15 6,000-hp. Diesel-electric freight locomotives and 1 4,500-hp. Diesel-electric freight locomotive, at an estimated total cost of \$9,650,000, as outlined in *Railway Age* of March 6, page 70. The equipment will be purchased from the Electro-Motive Divi-

sion of the General Motors Corporation. The certificates will be dated April 1 and will mature in 30 semi-annual installments of \$241,000, starting October 1. The report also approves a selling price of 99.29 with a 2¼ per cent interest rate, the bid of the First Boston Corporation and associates, on which basis the average annual cost will be approximately 2.36 per cent.

Chicago, Indianapolis & Louisville.—Equipment Trust Certificates.—This road has sold \$1,800,000 of equipment trust certificates to Salomon Brothers & Hutzler and associates on a bid of 98.16 for 2½ per cent obligations. The bid represents a net interest cost to the Monon of 2.8843 per cent. The certificates were offered to the public at prices yielding 1.50 per cent to 2.95 per cent, according to maturity. (See the *Railway Age* of February 21, page 407).

Denver & Rio Grande Western.—Sells Bus Subsidiary.—This company has sold to the Continental Trailways all of its passenger bus operations, which include the Rio Grande Motor Way, the road's interest in the Denver-Colorado Springs-Pueblo Motorway and the Denver-Salt Lake-Pacific Stages. The purchase price was not revealed.

Georgia, Florida & Alabama.—Plan of Reorganization.—Making a second proposed report with respect to the reorganization of this road, Examiner R. H. Jewell again has recommended that the Interstate Commerce Commission approve a plan providing for lease of the property for 21 years to the Seaboard Air Line. The second proposed report is the result of commission orders of May 29 and June 27, 1947, reopening the proceeding for further hearing. The reopening requested by the debtor, was opposed by the Seaboard's reorganization committee and the trustee under the debtor's first and refunding mortgage. The first proposed report was reviewed in *Railway Age* of December 14, 1946, page 1024.

The present report recommends a new capitalization of \$2,800,000, consisting wholly of 28,000 shares of no-par common stock. The present capitalization is \$4,250,000, (with 10,000 shares of no-par common stock stated at \$100 per share), exclusive of \$1,776,250 of unpaid simple interest and \$874,912 of unpaid interest on overdue interest, as of last December 31, on \$1,750,000 of funded debt. The effective date of the plan, the examiner recommended, should be its date of consummation.

The report also recommends that the claims of the holders of unsecured claims against the debtor and of its preferred and common stockholders be found to be without value and that such claimants not participate in the reorganization. All general claims and taxes entitled to priority over the mortgage of the debtor, the examiner said, should be paid in cash upon reorganization or assumed by the reorganized company

with the same "relative priority" which they now have.

The plan also would provide for a cash reserve to be set aside by the Seaboard out of the cash settlement received and receivable by the debtor from that road, such reserve to consist of all cash remaining after payment of all claims payable in cash in the reorganization, including the expenses of reorganization, unpaid expenses of the prior receivership proceeding, unpaid federal income and excess profits taxes, all other claims found to have priority over the lien of the debtor's mortgage, and a cash distribution upon reorganization of \$525,000 to the holders of the debtor's mortgage bonds.

The examiner's report further recommends that holders of the debtor's first mortgage and refunding bonds would receive for each \$1,000 principal amount thereof and all unpaid interest thereon to the date of the plan's consummation, \$300 in cash and 16 shares of the new no-par common stock. Holders of the new stock also would be entitled to cumulative voting in the election of directors.

Division 4 of the commission has ratified the court appointment of A. J. Lyndon as trustee of the property of the G. F. & A., succeeding the late L. S. Dure. The order stipulates that Mr. Lyndon's only compensation shall be that allowed by the court within the maximum limit approved by the commission.

Joliet & Chicago.—Dividend.—This company has declared a dividend of \$0.83479 a share on the capital stock, payable on April 5 to stockholders of record on March 19. The previous payment was \$1.75 a share on January 5.

Kansas City Connecting.—Lease.—Division 4 of the Interstate Commerce Commission has approved a modified agreement under which this road will lease the loading and unloading facilities of the Kansas City Stock Yards Company of Maine at Kansas City, Mo. and Kans. The stockyards company owns all of the railroad's capital stock, except directors' qualifying shares, and both companies have common officers and two directors in common.

The commission, which approved the transaction subject to the usual employee-protection conditions, held that the annual rental under the lease should not exceed 5 per cent on the lessor's book investment, less depreciation, or approximately \$66,000, unless otherwise ordered. The lease would be effective as of January 1. Under the proposed lease, on the basis of the present investment, according to the commission, the maximum rental would have amounted to \$99,556 and would be "considerably in excess" of the return of 5 per cent on investment "which we ordinarily consider adequate and proper where the lessee also pays depreciation."

Murfreesboro & Nashville.—Acquisition.—Division 4 of the Interstate Commerce Commission has authorized this road to purchase and operate the properties of the Murfreesboro-Nashville. The latter, which had been in the hands of a receiver, was sold at a public auction on May 7, 1947, for \$25,000 to P. M. Farrell, who acted as trustee on behalf of himself and five others, all of whom are now the applicant's directors. The trustee also settled claims filed with the receiver aggregating \$36,959.

According to the commission's report, the trustee and his associates operated the line for about two weeks prior to May 31, 1947, when the property was conveyed to the applicant. The operations of the road since have been conducted by the M. & N., which, the commission said, was incorporated on June 2, 1947, for the purpose of acquiring and operating the property of the old company.

The commission, which approved the transaction subject to the usual employee-protection conditions, also held as void the issuance by the M. & N. of 560 shares of stock, of which 498 shares are owned by four of the new company's six stockholders. The commission said the stock was issued without its authority, adding that it has not received an application which the applicant stated it intended to file with respect to obtaining the necessary authorization.

St. Louis-San Francisco.—Initial Dividend.—This company has declared an initial dividend of \$2.50 a share on the 5 per cent preferred stock, payable on June 15 to stockholders of record on May 28. This payment covers the first two quarters of 1948.

St. Louis Southwestern.—Initial Dividend.—This company has declared an initial dividend of \$5 a share on the common stock, payable on April 12 to stockholders of record on April 5.

Union Pacific.—New Directors.—W. Randolph Burgess, chairman of the executive committee of the National City Bank of New York, and William C. Mullendore, president of the Southern California Edison Company, have been elected directors of this company.

Southern Pacific.—Acquisition.—This company has applied to the Interstate Commerce Commission for authority to acquire control, through stock ownership, of the Dawson, which it has operated under lease since 1924. The Dawson extends 132 miles from a connection with a line (owned by the Chicago, Rock Island & Pacific, but operated under lease by the S. P.) near Tucumcari, N. M., to Dawson. It also connects with the Atchison, Topeka & Santa Fe at French.

The S. P. told the commission that it proposes to acquire, as a liquidating stockholder's dividend upon dissolution

of the Dawson Railway & Coal Co., all outstanding and issued capital stock of the Dawson. The coal company, which is controlled by the S. P., is the owner of the entire capital stock of the lessor.

Wabash.—Series B Bonds.—This road's series B general mortgage bonds, a full interest payment on which recently was authorized by the board of directors, have an interest rate of 4¼ per cent, not 4½ per cent as reported in *Railway Age* of March 20.

Dividends Declared

Carolina, Clinchfield & Ohio.—guaranteed, \$1.25, quarterly, payable April 20 to holders of record April 9.

Illinois Terminal.—18¢, quarterly, payable May 1 to holders of record April 9.

Joliet & Chicago.—stamped common, 83¢, payable April 5 to holders of record March 19.

Norfolk & Western.—4% adjustment preferred, 25¢, quarterly, payable May 10 to holders of record April 14.

Reading.—25¢, quarterly, payable May 13 to holders of record April 15.

St. Louis-San Francisco.—5% preferred A (initial), \$2.50, payable June 15 to holders of record May 28; 5% preferred A, \$1.25, quarterly, payable September 15 to holders of record August 27; 5% preferred A, \$1.25, quarterly, payable December 15 to holders of record November 29.

St. Louis Southwestern.—initial, \$5.00, payable April 12 to holders of record April 5.

Vermont & Massachusetts.—\$3.00, semi-annually, payable April 7 to holders of record March 29.

Western Pacific.—common, 75¢, quarterly, payable May 15 to holders of record May 1; common, 75¢, quarterly, payable August 16 to holders of record August 2; common, 75¢, quarterly, payable November 15 to holders of record November 1; common, 75¢, quarterly, payable February 15, 1949 to holders of record February 1; 5% preferred A, \$1.25, quarterly, payable May 15 to holders of record May 1; 5% preferred A, \$1.25, quarterly, payable August 16 to holders of record August 2; 5% preferred A, \$1.25, quarterly, payable November 15 to holders of record November 1; 5% preferred A, \$1.25, quarterly, payable February 15, 1949 to holders of record February 1.

Average Prices Stocks and Bonds

	Mar. 30	Last week	Last year
Average price of 20 representative railway stocks	49.51	48.81	48.72
Average price of 20 representative railway bonds	86.44	86.23	91.25

CONSTRUCTION

Chesapeake & Ohio.—This road has purchased 154 acres of ground in Norton Township, Mich., at a cost of more than \$60,000. The purchase was the first step in a long-range plan to transfer the north yards of the road's Pere Marquette division from downtown Muskegon, Mich. Plans for the development of the new site call for an investment of over \$500,000. The transfer will not be completed for several years, it was said.

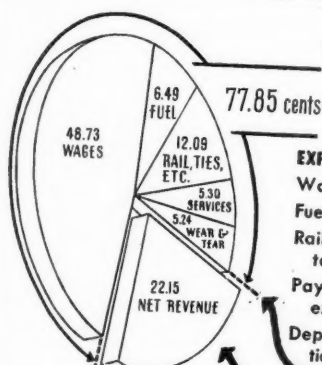
Union Pacific.—This road has awarded two major contracts for construction work at its new \$3,500,000 retarder yard to be located at North Platte, Neb. (see

READING REPORTS for 1947

REVENUES FROM OPERATION

	December 31, 1947	Change from 1946 Increase— Decrease—D
Hauling anthracite	\$ 24,057,840	\$ 210,794-I
Hauling bituminous coal...	22,263,541	3,847,435-I
Hauling merchandise	56,288,630	11,643,597-I
Carrying passengers	7,674,300	1,980,966-D
Mail, express, and other transportation services..	6,475,731	1,613,061-I
Total Revenues	\$116,760,042	\$15,333,921-I

HOW WE USED OUR REVENUES



	December 31, 1947	Change from 1946 Increase— Decrease—D
EXPENSES OF OPERATION		
Wages	\$ 56,899,201	\$ 2,921,429-I
Fuel	7,570,111	744,084-I
Rails, ties, and other material	14,117,100	3,400,380-I
Payments for services and expenses	6,189,406	458,847-D
Depreciation, amortization, and retirements	6,118,301	772,526-I
Total Expenses	\$ 90,894,119	\$ 7,379,572-I
Net Revenue from Operations	\$ 25,865,923	\$ 7,954,349-I

	December 31, 1947	Change from 1946 Increase— Decrease—D
TAXES AND FIXED CHARGES		
Tax accruals	\$ 12,972,305	\$ 3,906,679-I
Payments for use of facilities of others, less receipts for use of Company's facilities by others	941,646	426,977-I
Net Railway Operating Income	\$ 11,951,972	\$ 3,620,693-I
Income from investments, rentals, etc.	1,599,411	64,259-D
Income Available for Fixed Charges	\$ 13,551,383	\$ 3,556,434-I
Fixed Charges	5,335,734	64,724-D
Net Income	\$ 8,215,649	\$ 3,621,158-I

● Wages of \$60,379,874, of which \$56,899,201 was charged to operating expenses, were the highest in our history. Wage increases in 1947 will cost the Company approximately \$7,825,000 annually.

● Payments to Stockholders totaled \$4,197,372. Reading's uninterrupted dividend record on all classes of stock dates back to 1905.

● Future yearly interest payments were reduced \$96,995 by the purchase of over two million seven hundred thousand dollars of funded debt.

● Net rents payable to leased roads were reduced \$70,978 annually by the purchase of securities in lessor companies.

● Thirty-eight new steam or diesel locomotives, 3,188 freight cars were delivered or ordered during the year. Program commenced for extensive passenger car modernization, of which "Wall Street" is first of three new trains.

● Extensive roadway and terminal improvements will permit use of new heavy motive power over greater portion of system.

● Port Richmond Terminal in Philadelphia exceeded all previous records by exporting more than 26,000,000 bushels of grain and 4,550,000 tons of coal.

R. W. BROWN
President

OUR FINANCIAL CONDITION

	December 31, 1947	Change from 1946
OWNED		
Roadway Property and Equipment, less reserves for depreciation	\$278,814,310	\$ 5,223,711-I
Stocks, bonds, and notes of other companies	52,172,613	2,316,557-I
Current Assets	37,514,625	1,629,441-I
All Other Assets	20,357,971	2,995,776-D
Total Assets	\$388,859,519	\$ 6,173,933-I

	December 31, 1947	Change from 1946
OWED		
Mortgage Bonds and Equipment Obligations	\$ 95,564,562	\$ 2,713,322-D
Total Current Liabilities	27,845,920	4,810,579-I
Other Liabilities	4,490,444	662,864-I
Capital Stock and Surplus	260,958,593	3,413,812-I
Total Liabilities	\$388,859,519	\$ 6,173,933-I

Railway Age of February 14, page 68). The Abel Construction Company of Lincoln, Neb., was given a contract for moving in 250,000 cu. ft. of dirt, and the United Builders, Inc., of North Platte, will construct the yard buildings. These yard structures will include four control towers, general yardmaster's office, two locker rooms, shop building, and garage and compressor buildings.

Oregon Pacific & Eastern.—This road has applied to the Interstate Commerce Commission for authority to construct a 10-mile branch line in Lane County, Ore., to serve lumbering operations.

RAILWAY OFFICERS

EXECUTIVE

Charles D. Peckenpaugh, whose retirement as vice-president and general manager of the Fort Worth & Denver City and the Wichita Valley (part of the Burlington Lines), at Fort Worth, Tex., was reported in *Railway Age* of March 6, was born on February 28, 1878, at Logan, La. Mr. Peckenpaugh began his railroad career with the Chicago, Burlington & Quincy in 1890, as a station helper at Trenton, Neb.,



Charles D. Peckenpaugh

and subsequently served as operator and agent at various points, dispatcher at Alliance, Neb., and chief dispatcher, successively, at Sterling, Colo., and Sheridan, Wyo. He became trainmaster at the latter point in 1909, and in the following year he was appointed superintendent at Sterling. Mr. Peckenpaugh also served later as superintendent at Sheridan, McCook, Neb., and Aurora, Ill., until 1923, when he became general superintendent of the Missouri district at St. Louis, Mo. He was transferred to Galesburg, Ill., in 1930, appointed general manager of the F. W. & D. C. and the W. V. in 1936, and was appointed also vice-president of the latter roads in 1941. In addition to

the aforementioned positions, Mr. Peckenpaugh was also vice-president of the Burlington-Rock Island at the time of his retirement.

Brent Baxter, whose appointment as assistant to vice-president—personnel of the Chesapeake & Ohio at Cleveland, Ohio, was reported in *Railway Age* of March 20, was born and educated in Cleveland. Mr. Baxter, who is 32 years of age, holds a B.A. degree from Western Reserve University and an M.A. and Ph. D. degree from the University of Minnesota. He served as a personnel



Brent Baxter

technician with the Army Air Forces at Dayton, Ohio, and as industrial psychologist with the Fiberglas Corporation at Toledo, Ohio, before joining the C. & O. in May, 1947, as director of personnel research in the office of the vice-president—personnel at Cleveland, which position he held until his present appointment.

K. P. Chinn, whose appointment as assistant to executive vice-president of the Southern Pacific Lines in Texas



K. P. Chinn

and Louisiana, with headquarters at Houston, Tex., was reported in *Railway Age* of March 20, entered the service of the S. P. in 1912 as an assistant

storekeeper in Houston. He subsequently held positions successively as construction clerk, timekeeper, division accountant, division storekeeper, traveling storekeeper and trainmaster. He advanced to assistant general storekeeper at Houston in 1930, to assistant superintendent at Ennis, Tex., in 1937, and to assistant purchasing agent at New Orleans, La., in 1942. In 1945 he was appointed purchasing agent at New Orleans, which post he held at the time of his recent appointment.

W. H. Sandberg, acting president and general manager of the Texas City Terminal, at Texas City, Tex., has been elected to those positions by the road's board of directors.

FINANCIAL, LEGAL and ACCOUNTING

Sherman V. Reeves, whose appointment as assistant general auditor of the Atchison, Topeka & Santa Fe, with headquarters at Chicago, was reported in *Railway Age* of February 14, was born on June 20, 1890, at Green Forest, Ark., and studied accounting and stenography at the Springfield Business College in Springfield, Mo. Mr. Reeves was employed by the Mis-



Sherman V. Reeves

souri & Arkansas in 1909 as a stenographer, and in the following year he became a stenographer in the operating department of the Santa Fe at La Junta, Colo. He was transferred to Chicago in 1919 as an accountant and, after holding various positions, was advanced to assistant to general auditor on July 1, 1942. He was serving in the latter capacity at the time of his recent promotion.

Ernest E. Exon, whose promotion to real estate and tax agent of the Cleveland, Cincinnati, Chicago & St. Louis (part of the New York Central), at Cincinnati, Ohio, was reported in *Railway Age* of February 14, was born at Paris, Ky., and studied civil engineering at the University of Cincinnati's evening college. Mr. Exon, in later years, also studied law at Cincinnati

22 for the L.&N.

We have recently received an order for twenty-two 2-8-4's from the Louisville & Nashville Railroad Co.

These locomotives will burn coal, will have a working boiler pressure of 265 lb., and, with Boosters, will develop an initial tractive effort of 79,300 lb.

Modern steam locomotives like these will show a good return on their investment — and, with planned scheduling, can deliver more ton-miles of freight per dollar of investment than any other type of motive power.



DIVISIONS: Lima, Ohio — Lima Locomotive Works Division; Lima Shovel and Crane Division. Hamilton, Ohio — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

and Indianapolis, Ind. He entered the service of the Big Four in 1915 in the office of the auditor of disbursements, and was transferred in the following year to North Bend, Ohio, as assistant agent. He served in the army from 1917 to 1920, returning to the road in 1921 as draftsman in the land and tax department at Cincinnati. He served successively as real estate engineer and as agent until 1936, at which time he went to Indianapolis to open the road's



Ernest E. Exon

real estate office there. He held the position of agent at that point until 1940, when he became assistant to vice-president of the New York Central at Washington, D. C. Entering military service in 1942, Mr. Exon served as a lieutenant colonel in the army air forces, and was promoted to colonel prior to his release from service in December, 1945. He returned to the Big Four in February, 1946, as assistant to real estate and tax agent, which post he held at the time of his recent promotion.

Merritt Johnson, district manager of the Southern Pacific's real estate department, at Los Angeles, Cal., has been appointed manager of the road's real estate department, with headquarters at San Francisco, Cal., succeeding **Robert Manning**, retired. Mr. Johnson is succeeded by **R. P. Bray**, real estate inspector. Mr. Manning began his career with the S. P. in 1905, as a clerk to the roadmaster at Merced, Cal. He subsequently held various jobs on the road's Stockton and Western divisions, until 1917, when he joined the Navy for service during World War I. He returned to the S. P. in 1919, transferred to the lease department in 1923, and was appointed lease agent in 1931. Later, when the lease department became known as the real estate department, Mr. Manning was appointed its manager.

F. Stuart Tingley has been appointed assistant eastern counsel of the Patent Division, Association of American Railroads, with headquarters at Washington, D. C. He succeeds **Joseph C. Hemp-hill**, deceased. Mr. Tingley was born in

Washington July 21, 1899, and was graduated from Tufts College in 1923 with a B.S. degree in electrical engineering. He received his LL.B. from the Washington College of Law in 1930. After five years with the Western Electric Company as an engineer, Mr. Tingley entered railroad service in August, 1927, as patent examiner for the Eastern Railroad Association. Since 1936, when that association became part of the A.A.R., he has held the position of patent attorney in the latter's Patent Division.

OPERATING

Richard E. Johnson, whose promotion to assistant general manager of the Chicago, Rock Island & Pacific, at El Reno, Okla., was reported in *Railway Age* of February 14, was born at Osawatomie, Kan., on November 10, 1910. He entered railway service in July, 1925, as an office boy of the Missouri Pacific and subsequently served in several clerical capacities. On July 15, 1936, he became secretary to the general manager of the Rock Island, and one year later was promoted to assistant trainmaster of the Arkansas division, with headquarters at Little Rock, Ark. On November 15, 1938, Mr. Johnson was advanced to



Richard E. Johnson

trainmaster of the Oklahoma division, with headquarters at El Reno, and on September 1, 1940, he was promoted to assistant superintendent of the Missouri division at Trenton, Mo. In 1942 he was transferred to Herington, Kan., and later to Estherville, Iowa. He was next appointed superintendent of the Burlington-Rock Island, at Houston, Tex., on August 1, 1943, remaining in that position until June 1, 1945, when he became division superintendent of the Rock Island at Liberal, Kan. Mr. Johnson was transferred in 1946 to Kansas City, Mo., at which point he was located prior to receiving his new assignment.

William A. Hurley, whose appointment as assistant general manager of the New York, New Haven & Hartford at Boston, Mass., was reported in *Railway Age* of February 21, was born at

Plainfield, Conn., on August 15, 1888. After attending the grammar and high schools of Providence, R. I., Mr. Hurley took a summer course in transportation at Harvard Business School, and entered railroad service in 1909 as a locomotive fireman on the New Haven. In 1914 he became traveling fireman; in 1918, locomotive engineer; in 1922, smoke inspector; in 1923, road foreman of engines; in 1925, assistant trainmaster; in 1927, assistant superintendent; in 1935, superintendent and in 1939, assistant general superintendent. Mr. Hurley was appointed assistant to general manager in June, 1946, which position he held until his recent promotion.

Harold E. Moyer, whose promotion to superintendent of the Fort Worth & Denver City and general superintendent of the Wichita Valley (each a part of the Burlington Lines), with headquarters at Wichita Falls, Tex., was



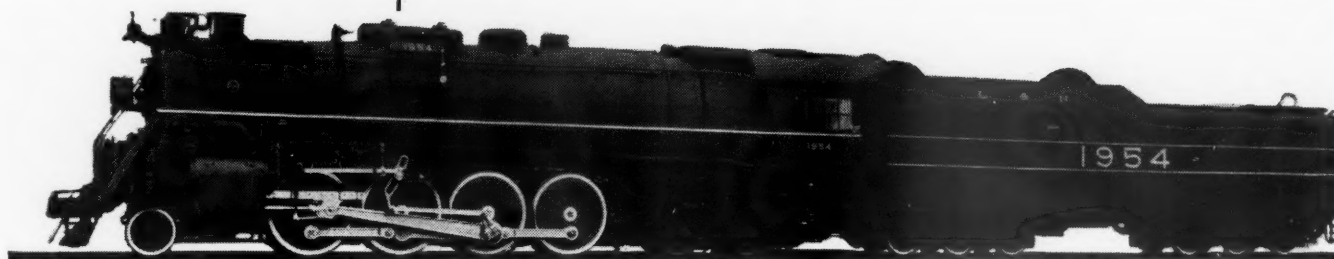
Harold E. Moyer

reported in *Railway Age* of March 6, was born on March 10, 1903, at Frederick, Ill. Mr. Moyer began his railroad career with the Chicago, Burlington & Quincy in 1920, as a clerk, and subsequently served as stenographer, section laborer and extra gang timekeeper. He became secretary to assistant chief engineer at Chicago in 1925, and later held positions as secretary, successively, to assistant to operating vice-president and executive vice-president. He was appointed trainmaster at Hannibal, Mo., in January, 1943, and was transferred to Wichita Falls in April, 1943, as trainmaster of the F. W. & D. C. and the W. V. Mr. Moyer was serving in the latter post at the time of his recent appointment.

H. R. Tinkelpaugh, supervisor of contracts of the Chicago, Rock Island & Pacific, at Chicago, has been appointed assistant to general manager, with the same headquarters.

H. C. Bradford, assistant superintendent of the Atlanta Joint Terminals of the Louisville & Nashville at Atlanta, Ga., has been appointed superintendent,

22 more with Boosters[®]



No. 1954 is one of 14 Booster-equipped locomotives built for the L & N in 1942, and is similar, in general specifications, to the locomotives on order.

The new locomotives, like the previous 14, will also be equipped with Franklin Type E-2 Radial Buffers and Franklin fire doors.

...for the L&N

The 22 new 2-8-4's, recently ordered by the Louisville & Nashville Railroad Co., will be equipped with Type E-1 Boosters.

These locomotives, designed for heavy freight service, will develop a tractive effort of 65,300 lb. — with an additional 14,000 lb. supplied by the Booster.



FRANKLIN RAILWAY SUPPLY COMPANY

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

succeeding F. W. Douglas, retired. A native of Cartersville, Ga., Mr. Bradford entered the service of the Louisville & Nashville in the yard office at Atlanta on December 15, 1912. He later served in various clerical capacities, culminating in his appointment as chief clerk to the superintendent on July 15, 1919. On February 16, 1943, Mr. Bradford was appointed assistant superintendent of the Atlanta Joint Terminals, which position he held until his recent promotion.

N. T. Walton has been appointed trainmaster of the Canadian National at Coteau, Que.

John M. O'Connor, whose promotion to superintendent of the Illinois Central's East St. Louis (Ill.) terminal was reported in *Railway Age* of March 6, was born at Fort Dodge, Iowa, on November 5, 1900. He began his railroad career as a train caller and yard clerk with the I. C. at Waterloo, Iowa, in 1920, and subsequently held positions as brakeman, switchman, conductor and



John M. O'Connor

yardmaster, at various points on the road. Mr. O'Connor was appointed assistant trainmaster at Waterloo in 1942, trainmaster at Jackson, Tenn., on April 1, 1943, assistant trainmaster at Fulton, Ky., on June 1, 1943, and trainmaster at Fulton on August 1, 1943. He was transferred to Freeport, Ill., in 1945, at which point he was located at the time of his recent appointment.

J. R. Parsons, trainmaster of the Louisville & Nashville, with headquarters at Latonia, Ky., has been appointed assistant superintendent at Birmingham, Ala., succeeding F. W. Stopinski, who, at his own request, has been assigned other duties on the Cumberland Valley division.

J. T. Stotler, assistant superintendent of the Northern Pacific, with headquarters at Fargo, N. D., has been appointed superintendent at that point, succeeding D. A. Thomson, who has been transferred to Minneapolis, Minn., as superintendent of the road's St. Paul

division. Mr. Thomson succeeds W. D. Pearce, whose death was reported in *Railway Age* of March 27. W. L. Wood, trainmaster at Yakima, Wash., has been advanced to assistant superintendent at Fargo.

MECHANICAL

James E. DeFreest has been appointed division general car foreman of the New York Central system, with headquarters at Albany, N. Y., succeeding J. T. Grow, transferred.

TRAFFIC

G. A. Ryser, whose appointment as general freight agent of the Texas & Pacific, with headquarters at Dallas, Tex., was reported in *Railway Age* of February 28, was born on November 16, 1898, at St. Louis, Mo. He entered railway service there in 1914 with the Missouri-Kansas-Texas, serving in various positions in the general freight office until 1920. Early in that year he joined the Kansas, Oklahoma & Gulf as chief clerk, traffic department, returning to the Katy in June, 1920, as chief clerk to assistant general freight agent at Kansas City, Mo. He was appointed commerce clerk at St. Louis in 1922, and in 1925 he became associated with the T. & P. in that position at Dallas. He was appointed



G. A. Ryser

assistant general freight agent at Dallas in 1928, and served in that position until February, 1947, when he was promoted to assistant to vice-president—traffic. Mr. Ryser was serving in the latter capacity at the time of his new appointment.

Charles A. Sublett and Carl A. Larsen, general freight agents of the Illinois Central, with headquarters at Chicago, have been advanced to assistant freight traffic managers at that point. Mr. Sublett is succeeded by Howard S. Powell, assistant general freight agent at Chicago. Ralph L. Andreas, general traffic agent in charge of I.C.I. sales and service, has been appointed general traffic agent in the road's commercial freight office at Chicago. Mr. Andreas is suc-

ceeded by Urbain J. Burvant, office manager in the traffic vice-president's office at Chicago.

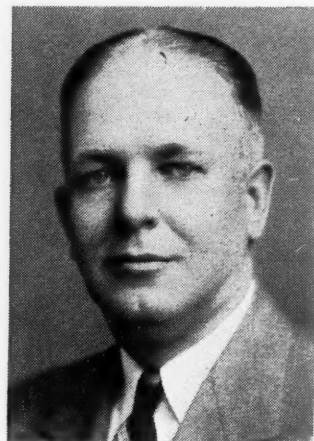
C. G. Magruder, whose promotion to general freight agent of the Pennsylvania, with headquarters at Chicago, was reported in *Railway Age* of February 21, has been in the service of the Pennsylvania since September, 1923. He has been located at various



C. G. Magruder

times in St. Louis, Mo., Chicago, Toledo, Ohio, Milwaukee, Wis. and Canton Ohio. In September, 1945, he was appointed assistant general freight agent at Philadelphia, Pa., which position he held at the time of his recent appointment.

Paul H. Draver, whose promotion to general freight traffic manager of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, was reported in *Railway Age* of February 14, was born on December 3, 1896, at Stillwater, Minn. Mr. Draver began his railroad career with the Milwaukee in



Paul H. Draver

1916, holding various clerical positions in the road's freight house and terminals at Kansas City, Mo., until 1927, when he was appointed city freight agent there. He became traveling freight agent at Kansas City in 1936 and general southwestern agent at that

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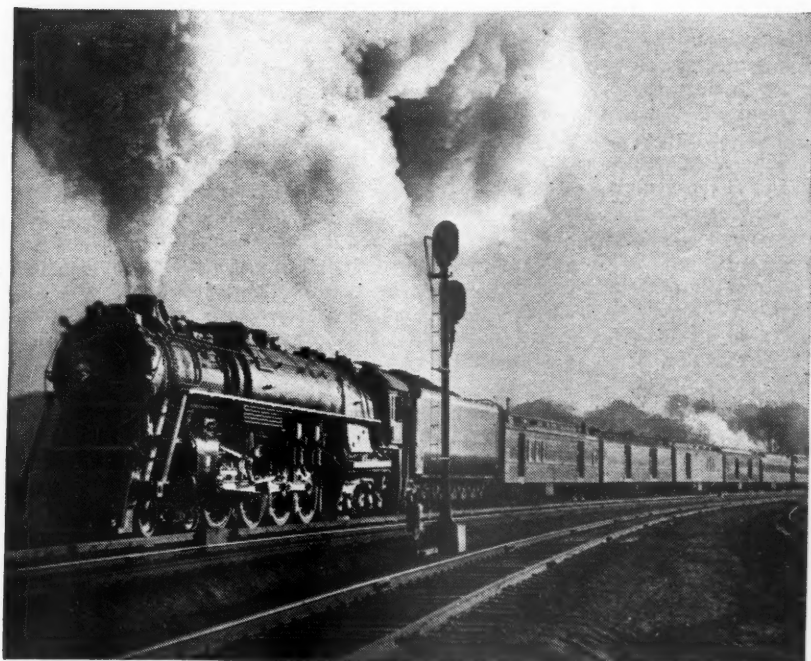
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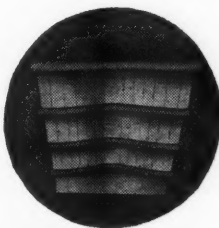
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point in 1938. In 1942 he was appointed district freight agent at Milwaukee, Wis., advancing to assistant general freight agent there in 1943. Mr. Draver was serving in the latter post at the time of his new appointment.

Erle Cocke, Jr., has been appointed general industrial agent of the Central of Georgia, with headquarters at Atlanta, Ga., succeeding **Harrell L. Perkins**, who has been promoted to executive assistant at Atlanta, in particular charge of all industrial matters and such other duties of an executive character as may be assigned to him by the executive vice-president.

Charles C. Bostwick, division freight and passenger agent of the Southern at Rome, Ga., has been promoted to assistant general freight agent at Macon, Ga., succeeding **O. L. Jeter**, who has resigned to accept a position with another company. **Edward J. Brown** has been appointed district freight agent at Atlanta, Ga., succeeding **Robert E. Smith**, who succeeds Mr. Bostwick at Rome.

Henry A. Weiss, whose appointment as traffic manager of the Long Island at Jamaica, N. Y., was reported in the *Railway Age* of February 28, was born at Cleveland, Tenn., on June 10, 1909. After attending public and private schools in his native city, Mr. Weiss entered the Virginia Military Institute at Lexington, Va. He was graduated from the University of Tennessee in 1930, with a degree of bachelor of arts. His entire business career has been with the Pennsylvania, in the service of which company he secured a temporary position during the summer of 1929.



Henry A. Weiss

After serving in various temporary capacities, he became clerk in the office of the general passenger agent at New York on August 1, 1930, and served in various positions in that office until November 1, 1938, when he was appointed district passenger agent at Jacksonville, Fla. Mr. Weiss was transferred to Pittsburgh, Pa., on November 1, 1939, and was appointed division agent at Cleveland, Ohio, on May 16,

1940, being transferred to Pittsburgh two months later. He was appointed assistant general passenger agent of the Long Island on May 16, and on October 16, 1943, he became assistant general passenger agent of the Pennsylvania at Philadelphia, in which capacity he served until his recent appointment as traffic manager of the Long Island. During the period of his early service with the Pennsylvania Mr. Weiss attended the New York University Law School, from which institution he was graduated in 1933 with a degree of Juris Doctor. He was admitted to the New York bar in July, 1934.

W. E. Nicholson, assistant general freight agent of the Great Northern, with headquarters at Minneapolis, Minn., has been appointed general freight agent at Seattle, Wash., succeeding **M. H. Greenleaf**, who has been transferred to the road's general offices at St. Paul, Minn. Mr. Nicholson is succeeded at Minneapolis by **A. H. Engelhart**, assistant general freight agent at St. Paul.

William T. Stringer, coal manager of the Western Maryland at Baltimore, Md., has retired from active duty after a half century of service. **S. Ralph Mason**, assistant to the coal manager, succeeds Mr. Stringer, with the title of coal traffic manager, at Baltimore. Mr. Stringer was born on March 18, 1881, at Hillsboro, Va., and was graduated from Randolph-Macon Academy, Front Royal, Va., in 1896. He joined the Western Maryland on March 15, 1898, as a stenographer. Advancing steadily through the ranks, he was appointed assistant to the president on November 1, 1913. Thereafter he served as superintendent of the Relief department and on June 1, 1932, became coal manager, the position he held at retirement.

Mr. Mason, who was born in Baltimore 43 years ago, has been connected with the Western Maryland since October 1, 1920, except for a period of 3½ years during World War II, when he served in the Air Forces as major.

Charles P. McEvilly, city passenger agent of the Illinois Central, at Chicago, has been appointed district passenger agent at that point, succeeding **Arthur U. Sawbridge**, whose death on February 27 was reported in *Railway Age* of March 6.

C. P. Bradley, general agent, passenger department, of the Chicago, Rock Island & Pacific, with headquarters at New York, has been promoted to general passenger agent at Kansas City, Mo., succeeding **P. W. Johnston**, whose retirement was reported in *Railway Age* of March 27. Mr. Bradley is succeeded by **Thomas J. Glancy**, district freight and passenger agent at Boston, Mass., who in turn is succeeded by **E. R. Handley**, traveling passenger agent at New York. **J. H. Clarkson**, general agent, passenger

department, at Minneapolis, Minn., has been appointed division passenger agent at Davenport, Iowa, succeeding **H. D. Rohm**, whose retirement was also reported in *Railway Age* of March 17. Mr. Clarkson is succeeded by **H. J. Koukal**, district passenger agent at Washington, D. C., who in turn is replaced by **Garret J. Kesksra**, traveling freight and passenger at Pittsburgh, Pa. **Thurman R. Penn**, city passenger agent at Little Rock, Ark., has been appointed division passenger agent at that point, succeeding **F. W. Dutlinger**, whose retirement was likewise announced in the March 27 issue.

Mr. Johnston was born in Springfield, Mo., and began his railroad career with the Rock Island in 1904, as a passenger agent at Kansas City. He was advanced to traveling passenger agent at Wichita, Kan., in 1907, and later served as general agent, passenger department, with headquarters located, successively, at Detroit, Mich., and New York. Mr. Johnston had been general passenger agent at Kansas City since 1936.

ENGINEERING and SIGNALING

R. B. Rhode, division engineer of the Northern Pacific, with headquarters at Missoula, Mont., has resigned that position to become bridge engineer of the Duluth, Missabe & Iron Range, at Duluth, Minn. Succeeding Mr. Rhode is **R. W. Humphreys**, assistant bridge and building supervisor, of the N.P.

R. W. Putman, assistant engineer maintenance of way and structures of the Southern Pacific, with headquarters at San Francisco, Cal., has been appointed engineer maintenance of way and structures at that point, succeeding **F. L. Guy**, whose retirement was reported in *Railway Age* of March 27.

Mr. Guy was born on March 16, 1883, at Gallipolis, Ohio, and received his higher education at the University of Kansas. He began his railroad career with the Atchison, Topeka & Santa Fe in 1901, as a chairman, and subsequently served on various western railroads as axeman, rodman, transitman, assistant engineer and locating engineer. In 1914 he became division engineer of the El Paso & Southwestern (now part of the S. P.), and in 1924 he was appointed division engineer of the S. P. at San Francisco. Mr. Guy had held the post of engineer maintenance of way and structures since February, 1938.

John P. Hiltz, Jr., whose appointment as engineer of maintenance of way of the Delaware, Lackawanna & Western at Hoboken, N. J., was reported in *Railway Age* of March 27, was born at Baltimore, Md., on September 8, 1911. He attended Baltimore Polytechnic Institute and Carnegie Institute of Technology, receiving his B.S. in C.E. degree from the latter in 1934. He entered railroad service with the Pennsylv-



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vania on June 15, 1934, as assistant on engineer corps and served that road at various locations until March 15, 1945, as assistant on engineer corps, assistant in office of the comptroller and in the



John P. Hiltz, Jr.

real estate department, as assistant supervisor of track and supervisor of track of the Long Island at Jamaica, N. Y. On March 15, 1945, Mr. Hiltz went with the Delaware, Lackawanna & Western as engineer of track at Scranton.

PURCHASES and STORES

G. R. Merryman, division storekeeper of the Central of New Jersey at Elizabethport, N. J., has been appointed general storekeeper of that road and the New York & Long Branch, with the same headquarters, succeeding L. R. Ccoley, who has retired after more than 48 years of service. J. V. Hanrahan, storekeeper at Communipaw engine terminal, Jersey City, N. J., has been appointed division storekeeper of the Jersey Central Lines at Elizabethport. W. H. Behrendt has been appointed storekeeper of the Jersey Central Lines, at Jersey City, succeeding W. Boyce, who has been transferred to succeed Mr. Hanrahan. W. A. Wheeler, division storekeeper of the Central of Pennsylvania at Ashley, Pa., has been appointed general storekeeper of that road and the position of division storekeeper has been abolished.

The following changes have taken place in the purchasing and stores department of the Chicago, Burlington & Quincy: G. J. Zimbleman, district storekeeper at Denver, Colo., appointed traveling storekeeper, with headquarters at Chicago; J. S. Baker, inspector of stores at Chicago, appointed to succeed Mr. Zimbleman; E. C. Osmondson, district storekeeper at Chicago, appointed to succeed Mr. Baker; J. J. McCoy, assistant district storekeeper at Aurora, Ill., advanced to district storekeeper at Chicago, succeeding Mr. Osmondson; B.

W. Higdon, district storekeeper at St. Joseph, Mo., appointed to succeed Mr. McCoy; and P. W. Bell appointed to succeed Mr. Higdon.

E. V. Purdy, whose promotion to purchasing agent of the Southern Pacific, with headquarters at New Orleans, La., was reported in *Railway Age* of March 20, entered the service of the S. P. in 1920, as a clerk at Houston, Tex. He joined the road's stores department in



E. V. Purdy

1922, and since has served almost continuously in that department. Mr. Purdy was a captain in the Transportation Corps during World War II, returning to the S. P. in 1945 as assistant to purchasing agent at New Orleans, which post he held at the time of his recent promotion.

SPECIAL

Donald F. Purves, special representative in the department of research and development of the Canadian National at Montreal, Que., has resigned from that road to become director of the budget, Department of National Defence, with the rank of lieutenant-colonel.

J. R. Tucker, assistant personnel manager of the Virginian, with headquarters at Norfolk, Va., has been appointed personnel manager, succeeding R. W. Hundley, who has been appointed assistant superintendent of the Norfolk division, with headquarters at Victoria, Va. The position of assistant personnel manager has been abolished.

The Atlantic Coast Line has announced the establishment of a public relations bureau in the office of the president at Wilmington, N. C. J. S. Webb, Jr., who has been with the A.C.L. for three years, has been appointed public relations representative. A. B. Love, who has been assistant editor of the Atlantic Coast Line News for 22 years, has been appointed editor. R. G. Hodgkin, Jr., has been appointed staff photographer. All of the above will have their

headquarters at Wilmington. E. P. Owen, Jr., has been appointed public relations representative at Jacksonville, Fla.

Edward A. Kaier, whose appointment as director of public relations of the Pennsylvania at Philadelphia, Pa., was reported in *Railway Age* of March 27, was born at Mahanoy City, Pa., in 1908 and received his A.B. degree from Pennsylvania State College in 1930 and his LL.B. from the University of Pennsylvania Law School in 1933. He entered the service of the Pennsylvania in 1933 in the legal department as a law clerk at Philadelphia. From 1934 to



Edward A. Kaier

1937 Mr. Kaier served as assistant solicitor at Philadelphia and Chicago, becoming assistant general solicitor at Chicago in 1937. He became assistant general counsel at Pittsburgh, Pa., in 1944.

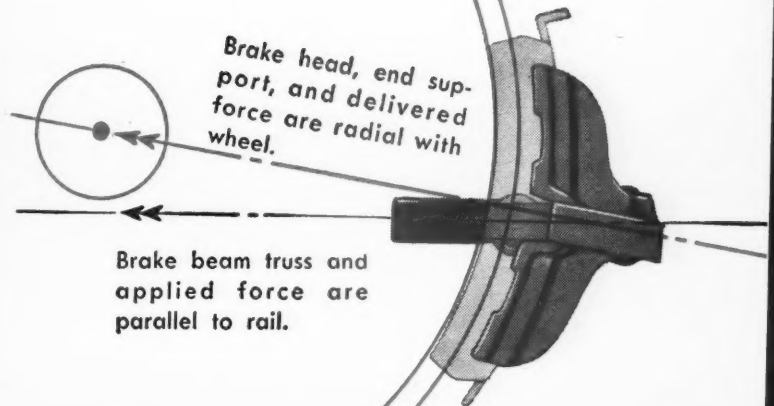
OBITUARY

Joseph C. Hemphill, assistant eastern counsel, Patent Division, Association of American Railroads, died suddenly in Washington, D. C. on March 12. Mr. Hemphill was born in Macon, Ill., May 25, 1878, and was graduated from Westfield College, Westfield, Ill., with an A.B. degree in 1899. He also attended the University of Chicago, and he received his law degree from Georgetown University. He entered railroad service as attorney with the Eastern Railroad Association in 1917, after serving for several years as an examiner in the United States Patent Office. In 1930, when the association became part of the A.A.R., Mr. Hemphill became assistant eastern counsel of the latter's Patent Division, the position he held at the time of his death.

A TABLE OF FREIGHT OPERATING STATISTICS APPEARS ON THE NEXT LEFT-HAND PAGE.

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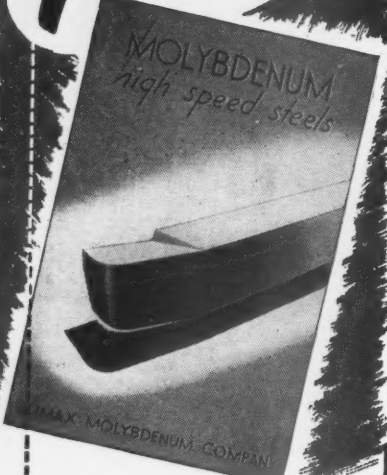
Freight Operating Statistics of Large Steam Railways—Selected

		Locomotive miles				Car-miles		Ton-miles (thousands)		Road locos. on line				
Region, road and year		Miles of road operated	Train-miles	Principal and helper		Light	Loaded (thous-)	Per cent loaded	Gross excl.locos. & tenders	Net rev. and non-rev.	Serviceable		B. O.	Per cent B. O.
											Unstored	Stored		
New Eng. Region	Boston & Albany.....	1947	362	147,865	162,116	25,354	3,309	64.5	210,086	86,259	72	3	19	20.2
	.....	1946	362	149,392	162,844	22,922	3,355	63.9	208,440	81,714	62	..	27	30.3
	Boston & Maine.....	1947	1,746	327,234	339,266	14,085	11,822	71.0	735,718	321,831	99	3	9	8.1
	.....	1946	1,750	318,270	329,489	14,465	11,880	72.1	722,299	315,157	109	20	16	11.0
	N. Y., N. H. & Htfd.....	1947	1,815	343,924	650,078	60,086	13,370	72.2	789,546	355,330	192	16	31	14.8
Great Lakes Region	.....	1946	1,815	384,613	518,635	43,754	14,840	72.4	861,454	379,483	182	12	30	18.3
	Delaware & Hudson.....	1947	794	298,516	359,835	36,666	12,807	70.7	916,163	506,869	125	27	33	17.8
	.....	1946	794	283,897	342,468	32,339	12,203	72.7	841,414	457,937	125	48	30	14.8
	Del., Lack. & Western.....	1947	970	334,413	380,718	45,058	13,538	69.0	900,692	413,359	105	7	24	17.6
	.....	1946	971	333,853	377,284	47,079	13,696	68.5	898,666	402,562	108	14	50	29.1
Central Eastern Region	Erie.....	1947	2,229	736,213	782,028	58,879	36,601	67.5	2,363,682	1,042,875	273	13	76	21.0
	.....	1946	2,229	740,972	786,191	62,338	36,009	66.5	2,351,485	1,002,979	251	42	95	24.5
	Grand Trunk Western.....	1947	972	304,244	314,468	2,925	9,136	65.9	591,793	253,156	66	..	9	12.0
	.....	1946	972	265,827	276,792	2,959	9,198	72.1	559,750	244,568	67	..	10	13.0
	Lehigh Valley.....	1947	1,239	332,323	368,163	51,214	13,735	68.8	924,020	447,093	102	10	52	31.7
Poco-hontas Region	.....	1946	1,242	304,911	336,879	55,084	13,548	67.3	927,996	447,895	116	14	39	23.1
	New York Central.....	1947	10,338	3,499,278	3,743,626	261,410	124,865	63.7	8,703,585	4,087,284	1,071	10	305	22.0
	.....	1946	10,326	3,095,341	3,327,707	225,488	115,792	64.5	7,818,055	3,573,587	1,015	16	376	26.7
	New York, Chi. & St. L.....	1947	1,656	690,183	700,223	10,048	26,303	68.2	1,702,034	759,661	153	..	16	9.5
	.....	1946	1,656	605,310	610,539	8,628	24,431	67.8	1,576,627	687,054	132	10	21	12.9
Central Eastern Region	Pitts. & Lake Erie.....	1947	223	106,103	108,156	37	3,956	60.6	347,282	199,118	32	2	12	26.1
	.....	1946	223	90,020	91,542	34	3,413	66.2	277,535	160,328	32	4	14	28.0
	Wabash.....	1947	2,381	667,048	684,975	15,694	23,476	71.2	1,492,599	656,654	159	10	33	16.3
	.....	1946	2,381	616,660	632,008	15,029	22,712	72.5	1,414,277	633,693	151	14	39	19.1
	Baltimore & Ohio.....	1947	6,099	2,131,733	2,627,299	306,260	70,417	62.2	5,265,679	2,590,097	855	1	272	24.1
Central Eastern Region	.....	1946	6,103	2,031,442	2,519,574	279,833	67,621	64.9	4,854,119	2,379,778	834	8	325	27.8
	Central of New Jersey*.....	1947	418	76,835	80,837	8,790	3,094	67.2	288,044	121,636	51	..	13	20.3
	.....	1946	419	83,207	94,860	17,280	3,090	67.1	223,546	114,764	49	4	28	34.6
	Central of Pennsylvania.....	1947	213	77,865	87,565	14,825	3,020	71.5	219,652	121,258	44	..	12	21.4
	.....	1946	213	84,034	100,122	21,339	3,052	69.9	217,274	117,029	48	..	24	33.3
Central Eastern Region	Chicago & Eastern Ill.....	1947	909	182,561	184,792	3,754	5,621	69.2	378,121	189,873	58	..	12	17.1
	.....	1946	910	166,856	168,699	3,800	4,857	72.5	317,504	160,244	54	..	17	23.9
	Elgin, Joliet & Eastern.....	1947	391	125,750	132,178	4,218	3,778	65.9	291,081	156,075	55	1	4	6.7
	.....	1946	391	116,450	122,361	3,822	3,499	65.7	263,800	139,077	49	..	12	19.7
	Pennsylvania System.....	1947	10,023	3,871,748	4,356,818	562,772	143,123	65.6	10,147,179	4,958,403	1,841	5	318	14.7
Poco-hontas Region	.....	1946	10,028	3,852,809	4,449,850	632,687	145,736	64.8	10,057,175	4,740,469	1,949	1	294	13.1
	Reading.....	1947	1,355	490,090	538,237	59,531	17,581	65.4	1,369,700	760,009	219	17	33	12.3
	.....	1946	1,356	510,498	570,203	67,462	16,976	65.3	1,316,506	724,287	264	9	50	15.5
	Western Maryland.....	1947	837	234,087	282,655	40,653	7,982	60.5	680,749	375,481	151	5	14	8.2
	.....	1946	837	190,316	230,568	36,847	6,626	63.0	543,401	298,196	144	5	12	7.5
Southern Region	Chesapeake & Ohio.....	1947	4,987	1,741,617	1,865,050	83,864	67,427	55.7	5,707,803	3,176,103	639	6	61	8.6
	.....	1946	4,980	1,376,492	1,475,158	69,634	56,175	59.7	4,465,358	2,411,427	594	4	89	13.0
	Norfolk & Western.....	1947	2,107	842,707	909,613	71,637	36,340	57.7	3,197,010	1,743,043	270	23	20	6.4
	.....	1946	2,108	652,246	706,505	53,923	28,834	60.6	2,397,145	1,299,126	267	40	14	4.4
	Atlantic Coast Line.....	1947	5,555	975,681	1,004,200	16,388	25,272	60.7	1,744,633	758,847	365	12	46	10.9
Southern Region	.....	1946	5,556	1,059,924	1,072,787	21,777	26,991	61.9	1,835,214	800,105	380	20	44	9.9
	Central of Georgia*.....	1947	1,782	295,743	301,117	5,657	7,199	70.2	472,112	222,644	91	4	12	11.2
	.....	1946	1,782	298,388	304,308	6,138	7,392	70.3	489,218	225,581	91	..	10	9.9
	Gulf, Mobile & Ohio.....	1947	2,846	382,000	388,545	740	16,600	72.4	1,088,800	538,139	179	11	15	7.3
	.....	1946	2,846	427,763	473,513	3,041	16,481	72.7	1,059,440	503,329	191	11	5	2.4
Southern Region	Illinois Central.....	1947	6,581	1,565,255	1,571,424	54,093	54,317	63.5	3,801,210	1,779,374	570	11	73	11.2
	.....	1946	6,582	1,438,299	1,454,547	51,977	53,785	68.5	3,562,234	1,711,923	587	2	94	13.8
	Louisville & Nashville.....	1947	4,750	1,654,405	1,805,861	52,583	41,007	63.1	3,011,414	1,557,563	413	..	71	14.7
	.....	1946	4,759	1,423,958	1,543,402	43,003	35,636	67.7	2,449,840	1,265,078	407	11	73	14.9
	Nash., Chatt. & St. Louis.....	1947	1,052	312,989	335,260	9,697	7,197	73.4	458,161	216,031	86	..	18	17.3
Southern Region	.....	1946	1,053	296,292	319,462	8,869	6,879	77.0	419,903	204,793	90	..	10	10.0
	Seaboard Air Line.....	1947	4,141	883,401	942,751	13,172	24,574	63.3	1,700,722	744,828	306	..	44	12.6
	.....	1946	4,145	886,236	941,184	12,827	26,210	68.2	1,734,948	770,384	285	..	53	15.7
	Southern.....	1947	6,449	1,754,808	1,784,335	32,391	45,547	67.6	2,953,129	1,318,661	545	16	98	14.9
	.....	1946	6,451	1,931,255	1,961,520	32,463	46,129	70.2	2,903,475	1,302,282	502	2	109	15.3
Northwestern Region	Chicago & North Western.....	1947	8,055	1,003,867	1,047,163	24,946	31,075	68.2	2,095,352	963,325	370	13	103	21.2
	.....	1946	8,061	994,743	1,026,891	27,941	31,560	68.8	2,083,890	915,240	353	10	138	27.5
	Chicago Great Western.....	1947	1,445	254,077	294,908	9,177	9,026	67.0	600,271	261,750	62	3	20	23.5
	.....	1946	1,445	277,527	279,463	14,993	8,815	69.3	579,321	258,595	64	..	14	17.9
	Chic., Milw., St. P. & Pac.....	1947	10,677	1,605,829	1,687,876	75,395	48,788	62.1	3,435,506	1,531,857	492	30	94	15.3
Northwestern Region	.....	1946	10,725	1,408,598	1,485,340	67,771	47,417	69.5	3,103,897	1,458,220	472	47	87	14.4
	Chic., St. P., Minn. & Omaha.....	1947	1,606	245,952	262,435	14,532	6,135	65.0	435,150	194,994	78	..	33	29.7
	.....	1946	1,606	223,294	237,059	14,998	5,747	69.5	392,376	180,353	78	..	37	32.2
	Duluth, Missabe & Iron Rge.....	1947	569	39,202	39,422	941	958	57.6	70,468	37,647	26	8	25	42.4
	.....	1946	547	26,200	26,252	694	432	63.4	28,139	13,679	20	15	16	31.4
Northwestern Region	Great Northern.....	1947	8,237	1,190,181	1,195,072	56,407	39,338	61.2	2,799,996	1,242,850	374	33	73	15.2
	.....	1946	8,236	1,194,428	1,198,938	53,720	40,747	63.9	2,841,693	1,265,981	375	37	98	19.2
	Minneapolis, St. P. & S. St. M.....</													

Items for the Month of December 1947 Compared with December 1946

Region, road and year		Freight cars on line			Per Cent B. O.	G.t.m. per train-hr.		Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car day	Car miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day	
		Home	Foreign	Total		excl. locos and tenders	excl. locos and tenders								
New Eng. Region	Boston and Albany.....	1947	208	6,152	6,360	0.2	21,694	1,432	558	26.1	480	28.5	7,687	198	72.1
		1946	269	6,020	6,289	0.3	20,308	1,403	550	24.4	410	26.3	7,282	209	76.5
	Boston & Maine.....	1947	1,276	11,375	12,651	2.1	33,357	2,253	986	27.2	829	42.9	5,946	114	107.5
		1946	1,538	12,274	13,812	2.3	34,341	2,276	996	26.6	760	39.6	5,828	110	82.6
	N. Y., N. H. & Htfd.....	1947	1,161	21,021	22,182	1.2	31,107	2,304	1,037	26.6	517	26.9	6,315	88	99.0
Great Lakes Region		1946	1,341	20,515	21,856	1.7	30,656	2,248	990	25.6	-568	30.7	6,745	101	84.2
	Delaware & Hudson.....	1947	2,292	7,046	9,338	2.8	55,270	3,083	1,706	39.6	1,779	63.6	20,593	116	74.4
		1946	2,480	7,011	9,491	2.7	51,754	2,983	1,623	37.3	1,560	58.4	18,605	122	62.7
	Del., Lack. & Western.....	1947	3,549	13,400	16,949	3.3	41,757	2,743	1,259	30.5	818	38.8	13,747	125	110.2
		1946	4,175	13,725	17,900	4.1	42,883	2,728	1,222	29.4	723	35.9	13,374	123	87.1
Central Eastern Region	Erie.....	1947	5,454	24,069	29,523	4.0	51,464	3,233	1,426	28.5	1,133	58.9	15,092	111	80.5
		1946	6,317	27,317	33,634	2.3	51,934	3,199	1,364	27.9	926	50.0	14,515	116	77.4
	Grand Trunk Western.....	1947	3,839	11,686	15,525	5.7	36,881	1,961	839	27.7	540	29.6	8,402	75	148.1
		1946	3,695	10,963	14,658	5.2	41,537	2,118	925	26.6	558	29.1	8,117	95	127.4
	Lehigh Valley.....	1947	5,588	13,491	19,079	6.8	51,400	2,847	1,378	32.6	761	34.0	11,640	119	86.1
Poco- hontas Region		1946	5,370	12,644	18,014	3.4	51,058	3,131	1,511	33.1	774	34.8	11,634	117	78.9
	New York Central.....	1947	46,210	114,906	161,116	2.9	37,433	2,521	1,184	32.7	836	40.1	12,754	122	103.2
		1946	45,671	112,348	158,019	3.1	38,256	2,566	1,173	30.9	752	37.8	11,164	120	91.6
	New York, Chic. & St. L.....	1947	2,044	12,419	14,463	1.1	46,501	2,479	1,107	28.9	1,586	80.4	14,798	102	145.4
		1946	2,097	14,124	16,221	1.4	48,361	2,618	1,141	28.1	1,450	76.1	13,383	96	129.2
Southern Region	Pitts. & Lake Erie.....	1947	3,326	10,438	13,764	5.2	48,140	3,284	1,883	50.3	488	16.0	28,803	114	84.6
		1946	4,169	9,923	14,092	3.0	44,829	3,101	1,791	47.0	393	12.6	23,192	119	64.1
	Wabash.....	1947	4,984	15,165	20,149	2.3	44,781	2,258	993	28.0	1,040	52.2	8,895	120	116.7
		1946	5,447	15,420	20,876	1.9	45,032	2,319	1,039	27.9	1,003	49.6	8,585	118	106.2
	Baltimore & Ohio.....	1947	37,575	44,254	81,829	6.2	30,455	2,524	1,241	36.8	964	42.1	13,699	166	86.9
Central Eastern Region		1946	32,088	49,623	81,711	4.5	30,544	2,446	1,199	35.2	888	38.9	12,579	158	80.4
	Central of New Jersey*.....	1947	642	10,570	11,212	3.6	44,177	3,083	1,645	39.3	367	13.9	9,387	121	74.7
		1946	722	9,681	10,403	2.6	33,202	2,765	1,420	37.1	344	13.8	8,835	150	64.8
	Central of Pennsylvania.....	1947	814	4,249	5,063	7.3	39,154	2,946	1,626	40.2	762	26.6	18,364	143	68.3
		1946	1,414	3,447	4,861	6.5	34,825	2,709	1,459	38.3	775	28.9	17,724	134	61.8
Poco- hontas Region	Chicago & Eastern Ill.....	1947	1,780	3,892	5,672	2.3	66,530	2,088	1,049	33.8	1,035	44.3	6,738	126	89.2
		1946	1,731	4,214	5,945	3.9	31,716	1,926	972	33.0	872	36.5	5,680	130	78.8
	Elgin, Joliet & Eastern.....	1947	5,588	13,056	18,644	2.0	13,933	2,473	1,326	41.3	278	10.2	12,876	159	112.3
		1946	6,877	14,431	21,308	1.8	16,482	2,393	1,262	39.7	216	8.3	11,474	162	101.6
	Pennsylvania System.....	1947	108,420	127,732	236,152	9.9	35,393	2,714	1,326	34.6	662	29.1	15,958	128	79.3
Southern Region		1946	124,450	121,492	245,942	9.0	35,240	2,705	1,275	32.5	613	29.1	15,249	140	79.5
	Reading.....	1947	9,249	25,886	35,135	3.3	34,230	2,809	1,559	43.2	688	24.3	18,093	119	82.0
		1946	10,575	24,668	35,243	2.4	31,464	2,583	1,419	42.6	669	24.1	17,206	120	73.9
	Western Maryland.....	1947	2,947	4,415	7,362	.8	31,022	2,951	1,628	47.0	1,533	53.8	14,471	163	65.3
		1946	3,445	5,184	8,629	1.2	31,004	2,914	1,599	45.0	1,186	41.8	11,493	169	57.8
Southern Region	Chesapeake & Ohio.....	1947	48,734	25,574	74,308	1.2	50,793	3,336	1,856	47.1	1,394	53.1	20,544	96	96.4
		1946	42,818	28,578	71,396	1.6	48,870	3,308	1,786	42.9	1,024	40.0	15,620	95	78.5
	Norfolk & Western.....	1947	33,210	7,038	40,248	1.3	59,713	3,862	2,106	48.0	1,532	55.3	26,686	106	108.5
		1946	28,605	8,401	37,006	1.2	56,247	3,746	2,030	45.1	1,062	38.9	19,880	105	63.0
	Atlantic Coast Line.....	1947	8,580	20,498	29,078	3.9	27,137	1,791	779	30.0	852	46.8	4,407	131	83.0
Northwestern Region		1946	8,299	24,767	33,066	3.0	27,561	1,738	758	29.6	835	45.5	4,645	126	84.5
	Central of Georgia*.....	1947	1,935	6,921	8,856	3.6	29,071	1,599	754	30.9	861	39.6	4,030	156	97.9
		1946	1,355	7,472	8,827	1.8	31,180	1,645	758	30.5	864	40.3	4,084	140	106.8
	Gulf, Mobile & Ohio.....	1947	2,597	14,064	16,661	1.4	52,268	2,858	1,412	32.4	1,085	46.2	6,100	55	65.4
		1946	2,811	12,125	14,936	1.5	42,764	2,482	1,179	30.5	1,126	50.7	5,705	87	72.8
Central Western Region	Illinois Central.....	1947	15,497	36,805	52,302	1.3	41,839	2,464	1,153	32.8	1,133	54.5	8,722	136	85.0
		1946	15,872	30,741	46,613	1.0	43,055	2,544	1,223	31.8	1,111	50.9	8,390	132	75.7
	Louisville & Nashville.....	1947	28,301	17,635	45,936	3.6	26,889	1,820	941	38.0	1,114	45.5	10,578	138	130.4
		1946	25,578	17,522	43,100	3.2	26,470	1,700	888	35.5	896	37.3	8,575	149	110.7
	Nashville, Chatt. & St. Louis.....	1947	1,403	6,430	7,833	4.4	27,109	1,467	692	30.0	897	40.7	6,624	148	116.8
Southern Region		1946	907	6,903	7,810	1.8	26,167	1,421	693	29.8	890	39.3	6,274	147	108.3
	Seaboard Air Line.....	1947	6,287	16,996	23,283	1.3	32,669	1,965	861	30.3	1,046	54.9	5,802	123	99.5
		1946	5,173	20,452	25,625	1.1	32,624	2,005	890	29.4	983	49.0	5,955	126	102.2
	Southern.....	1947	12,388	33,288	45,676	4.3	28,456	1,703	760	29.0	929	47.5	6,596	147	93.7
		1946	12,716	33,469	46,185	3.5	25,328	1,522	603	28.2	930	46.9	6,512	151	95.8
Northwestern Region	Chicago & North Western.....	1947	16,860	35,915	52,775	2.9	30,925	2,199	1,011	31.0	588	27.8	3,858	145	78.7
		1946	18,072	36,613	54,685	4.5	31,431	2,194	964	29.0	563	28.2	3,663	143	73.6
	Chicago Great Western.....	1947	921	4,703	5,624	2.9	38,312	2,363	1,030	29.0	1,444	74.3	5,843	135	105.2
		1946	921	5,109	6,030	2.9	34,275	2,090	933	29.3	1,403	69.0	5,773	136	126.6
	Chic., Milw., St. P. & Pac.....	1947	19,967	49,349	69,316	1.6	32,556	2,159	963	31.4	743	38.1	4,628	136	100.1
Central Western Region		1946	18,314	39,977	58,291	1.6	35,203	2,219	1,043	30.8	824	38.6	4,386	127	88.2
	Chic., St. P., Minn. & Omaha.....	1947	775	8,191	8,966	4.6	23,352	1,822	817	31.8	705	34.1	3,917	136	85.5
		1946	948	7,213	8,161	5.0	23,558	1,814	834	31.4	728	33.4	3,623	129	75.0
	Duluth, Missabe & Iron Range.....	1947	14,648	444	15,092	3.3	25,625	1,901	1,002	38.8	79	3.5	2,106	137	25.4
		1946	14,793	399	15,192	2.8	15,650	1,133	551	31.7	29	1.5	807	207	21.5
Southern Region	Great Northern.....	1947	17,526	28,350	45,876	2.0	37,2								

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Organizations

(Continued from page 61)

ing each technical session, and on the evening of each day descriptive information and slides covering the latest Vapor steam generators for Diesel locomotives will be presented.

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings:

- AIR BRAKE ASSOCIATION.**—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill.
- ALLIED RAILWAY SUPPLY ASSOCIATION.**—C. F. Weil, American Brake Shoe Company, 332 S. Michigan Ave., Chicago 4, Ill.
- AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.**—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo. Next meeting, October 26-28, 1948, Miami, Fla.
- AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.**—B. D. Branch, C. R. R. of N. J., 143 Liberty St., New York 6, N. Y.
- AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.**—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, June 8-10, 1948, Hotel Stevens, Chicago, Ill.
- AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.**—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 20-22, 1948, Hotel Stevens, Chicago, Ill.
- AMERICAN RAILWAY CAR INSTITUTE.**—W. C. Tabbert, 19 Rector St., New York 6, N. Y.
- AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.**—W. J. Walsh, B. & O. R. R., Baltimore 1, Md. Annual meeting, April 5-7, 1948, Hotel Roosevelt, New Orleans, La.
- AMERICAN RAILWAY ENGINEERING ASSOCIATION.**—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.**—Harry Walker, D. & R. G. W. R. R., Room 204, Rio Grande Bldg., Denver, Colo.
- AMERICAN SHORT LINE RAILROAD ASSOCIATION.**—C. E. Huntley, Tower Bldg., Washington 5, D. C.
- AMERICAN SOCIETY FOR TESTING MATERIALS.**—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Annual meeting, June 21-27, 1948, Book-Cadillac Hotel, Detroit, Mich.
- AMERICAN SOCIETY OF MECHANICAL ENGINEERS.**—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Semi-annual meeting, May 30-June 4, 1948, Milwaukee, Wis. Annual meeting, November 28-December 3, 1948, New York, N. Y.
- Railroad Division.**—E. L. Woodward, Railway Mechanical Engineer, 105 W. Adams St., Chicago 3, Ill.
- AMERICAN WOOD-PRESERVERS ASSOCIATION.**—H. L. Dawson, 1427 Eye St., N. W., Washington 5, D. C. Annual meeting, April 27-29, 1948, Hotel St. Paul, St. Paul, Minn.
- ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.**—R. A. Ellison, Cincinnati Chamber of Commerce, 1203 C. of C. Bldg., Cincinnati 2, O. Spring meeting, April 19-21, 1948, Hotel George Washington, Jacksonville, Fla. Annual meeting, October 18-20, 1948, Hotel Netherland Plaza, Cincinnati, O.
- ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.**—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo.
- ASSOCIATION OF AMERICAN RAILROADS.**—George M. Campbell, Transportation Bldg., Washington 6, D. C.
- Operations and Maintenance Department.**—J. H. Aydelott, Vice-president, Transportation Bldg., Washington 6, D. C.
- Operating-Transportation Division.**—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.
- Operating Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y.
- Transportation Section.**—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.
- Communications Section.**—W. A. Fairbanks, 30 Vesey St., New York 7, N. Y. Annual meeting, September 28-30, 1948, Hotel Antlers, Colorado Springs, Colo.
- Fire Protection and Insurance Section.**—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.
- Freight Station Section.**—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.
- Medical and Surgical Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y. Annual meeting, June 21, 1948, Drake Hotel, Chicago, Ill.
- Protective Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y. Annual meeting, May 24-26, 1948, Chalfonte-Haddon Hall, Atlantic City, N. J.
- Safety Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y. Annual meeting,

- June 8-10, 1948, Hotel Whitcomb, San Francisco, Cal.
- Engineering Division.**—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- Construction and Maintenance Section.**—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- Electrical Section.**—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- Signal Section.**—R. H. C. Balliet, 30 Vesey St., New York 7, N. Y. Annual meeting, September 14-16, 1948, Hotel Statler, Buffalo, N. Y.
- Mechanical Division.**—Arthur C. Brown, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 28-30, 1948, Congress Hotel, Chicago, Ill.
- Electrical Section.**—J. A. Andreucetti, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September, 1948, Chicago, Ill.
- Purchases and Stores Division.**—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C. Annual meeting, June 28-30, 1948, Palmer House, Chicago, Ill.
- Freight Claim Division.**—Lewis Pilcher, (Executive Vice-Chairman), 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, May 11-13, 1948, McAllister Hotel, Miami, Fla.
- Motor Transport Division.**—Transportation Bldg., Washington 6, D. C.
- Car Service Division.**—W. C. Kendall, Chairman, Transportation Bldg., Washington 6, D. C.
- Finance Accounting, Taxation and Valuation Department.**—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.
- Accounting Division.**—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, June 29-July 1, 1948, Hotel Cleveland, Cleveland, O.
- Treasury Division.**—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, September 13-15, 1948, French Lick Springs Hotel, French Lick, Ind.
- Traffic Department.**—Walter J. Kelly, Traffic Officer, Transportation Bldg., Washington 6, D. C.
- ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.**—E. A. Abbott, 1103 Cleveland St., Evanston, Ill.
- ASSOCIATION OF RAILWAY CLAIM AGENTS.**—F. L. Johnson, Gulf, Mobile & Ohio R. R., 340 W. Harrison St., Chicago 7, Ill. Annual meeting, May 19-21, 1948, French Lick Springs Hotel, French Lick, Ind.
- BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.**—E. C. Gunther, Duff-Norton Mfg. Co., 122 S. Michigan Ave., Chicago 3, Ill. Exhibit in conjunction with meeting of the American Railway Bridge and Building Association, September 20-22, 1948, Hotel Stevens, Chicago, Ill.
- CANADIAN RAILWAY CLUB.**—C. R. Crook, 4415 Marcell Ave., N. D. G., Montreal 28, Que. Regular meetings second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.
- CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.**—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis 3, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel DeSota, St. Louis, Mo.
- CAR DEPARTMENT OFFICERS' ASSOCIATION.**—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill. Annual meeting, September 20-23, 1948, Hotel Sherman, Chicago, Ill.
- CAR FOREMEN'S ASSOCIATION OF CHICAGO.**—W. E. Angier, chief A. A. R. clerk, C. B. & O. R. R., 547 W. Jackson Blvd., Chicago 6, Ill. Regular meetings, second Monday of each month except June, July and August, LaSalle Hotel, Chicago, Ill.
- CENTRAL RAILWAY CLUB OF BUFFALO.**—R. E. Mann, 1840-42 Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.
- CHICAGO LUNCHEON CLUB OF MILITARY RAILWAY SERVICE VETERANS.**—Col. R. O. Jensen, Schiller Park, Ill. Luncheon, second Wednesday of each month, Chicago Traffic Club, Palmer House, Chicago, Ill.
- EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.**—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa.
- EASTERN CAR FOREMAN'S ASSOCIATION.**—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February (Annual Dinner), March, April, May, October and November, 29 W. 39th St., New York, N. Y.
- LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.**—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. Annual meeting September 20-23, 1948, Hotel Sherman, Chicago, Ill.
- MAINTENANCE OF WAY CLUB OF CHICAGO.**—C. R. Knowles, Room 2000, 105 W. Adams St., Chicago 3, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, when the third Monday, Hardings at the Fair.
- MASTER BOILER MAKERS' ASSOCIATION.**—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y. Annual meeting, September 20-23, 1948, Hotel Sherman, Chicago, Ill.

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METROPOLITAN MAINTENANCE OF WAY CLUB.
—John Vreeland, Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in October, December, February and April. Next meeting, April 29, 1948, dinner, Hotel Sheraton, Skyline Room, New York, N. Y.

MILITARY RAILWAY SERVICE VETERANS.—S. Thomson, 1061 W. Sheridan Road, Chicago 40, Ill. Annual reunion, September 25, 1948, Jefferson Hotel, St. Louis, Mo.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Ben Smart, 7413 New Post Office Bldg., Washington 25, D. C. Annual meeting, November 15-18, 1948, Hotel Oglethorpe, Savannah, Ga.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—F. J. Armstrong, United States Radiator Corporation, 1500 United Artists Bldg., Detroit, Mich. Annual meeting, October 5, 1948, Jefferson Hotel, St. Louis, Mo.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C. Annual meeting, November 18-19, 1948, Hotel Pennsylvania, New York, N. Y.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—R. B. Fisher, Suite 2414, 1 N. La Salle St., Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston 11, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB.—D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION.—E. N. Myers, Minnesota Transfer Ry., 1434 Iowa Ave., St. Paul 4, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB.—William S. Wollner, P. O. Box 458, San Rafael, Cal. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Biltmore, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—J. McC. Price, Allen-Bradley Company, 624 W. Adams St., Chicago 6, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago 4, Ill. Annual meeting, September 20-23, 1948, Hotel Sherman, Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—A. W. Brown, 60 E. 42nd St., New York 17, N. Y.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section, of A. A. R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 610 Shell Bldg., St. Louis 3, Mo. Annual meeting, August 30-September 1, 1948, Greenbriar Hotel, White Sulphur Springs, W. Va.

ROADMASTERS' AND MAINTENANCE OF WAY ASSOCIATION.—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 20-22, 1948, Hotel Stevens, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A. A. R. Signal Section.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—P. J. Climer, Acting Sec'y, N. C. & St. L. Ry., Nashville, Tenn.

TORONTO RAILWAY CLUB.—D. L. Chambers, Acting Sec'y, P. O. Box 8, Terminal "A", Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

TRACK & SUPPLY ASSOCIATION.—Lewis Thomas, Q. and C. Company, 59 E. Van Buren St., Chicago 5, Ill. Exhibit in conjunction with meeting of the Roadmasters and Maintenance of Way Association, September 20-22, 1948, Hotel Stevens, Chicago, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Roy E. Collins, 225 Bidwell Ave., Westerleigh, Staten Island 2, N. Y.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago, Ill. Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.

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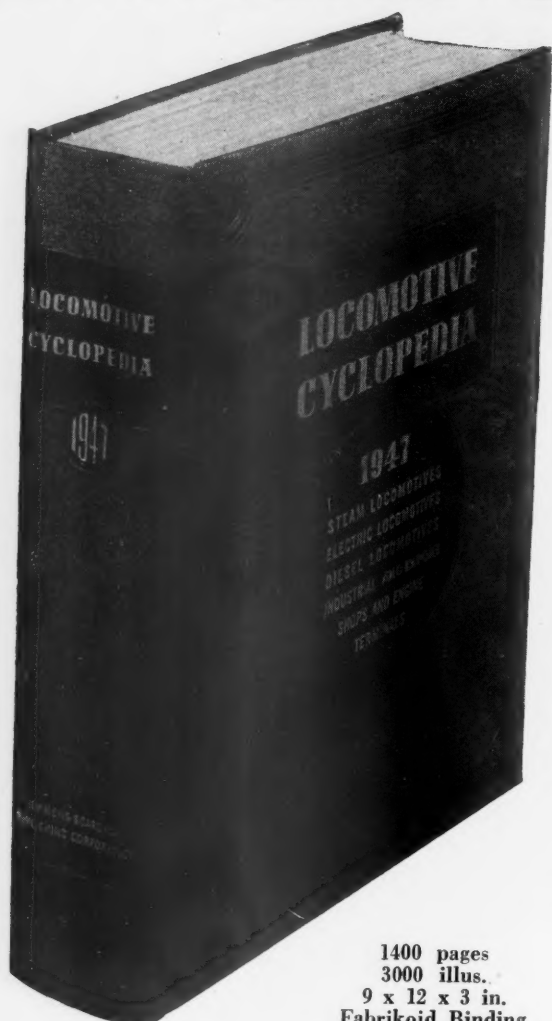
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